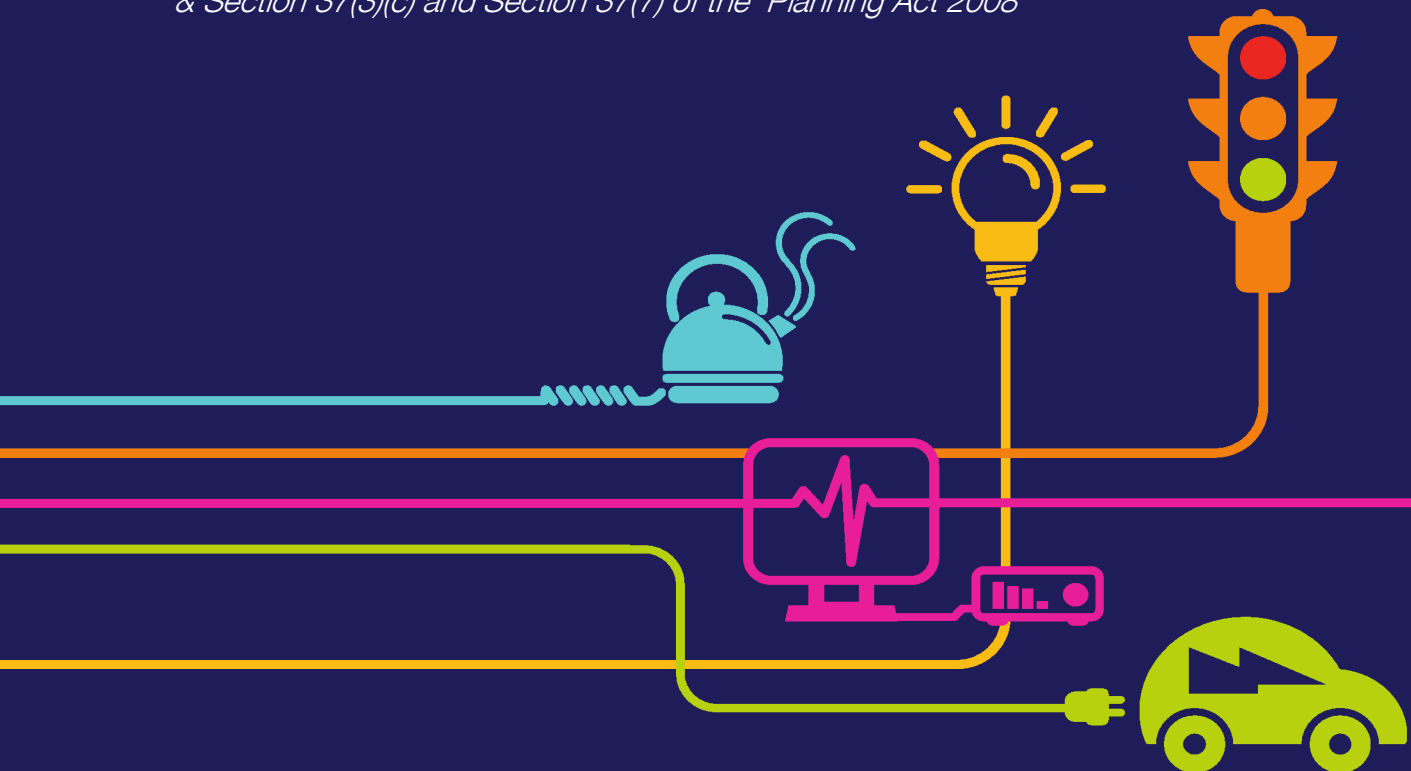


DOCUMENT
6.1

Consultation Report

National Grid (North Wales Connection Project)

*Regulation 5(2)(g) of the Infrastructure Planning
(Applications: Prescribed Forms and Procedure) Regulations 2009
& Section 37(3)(c) and Section 37(7) of the Planning Act 2008*



North Wales Connection Project

Volume 6

Document 6.1 Consultation Report

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Contents

Consultation Report Summary	v
List of Figures	xxiii
List of Tables	xxiv
List of Appendices	xxvii
List of Acronyms	xxxii
List of Main Documents Referenced in this Consultation Report	xxxvi
PART A	1
1. INTRODUCTION	3
1.1 North Wales Connection Project	3
1.2 Purpose of the Report and Statutory and Policy Context	3
1.3 Compliance with requirements of statutory consultation	6
1.4 Background to National Grid	10
1.5 National Grid's Commitment to Engagement	11
1.6 Structure of the Report	11
1.7 Comments on the structure adopted in the Report	14
2. INTRODUCTION TO THE PROJECT	17
2.1 Introduction	17
2.2 Project Need	17
2.3 National Grid Options Appraisal Process	17
2.4 Project Development	20
2.5 Description of the Proposed Development	32
2.6 National Grid commitment to back-checking design decisions	32
2.7 Other works in West Gwynedd	33
3. OVERVIEW OF CONSULTATION AND WIDER STAKEHOLDER ENGAGEMENT	34
3.1 Introduction	34
3.2 Stakeholder engagement prior to Stage One Consultation	34
3.3 Non-statutory Stage One Consultation	35
3.4 Route corridor announcement	36
3.5 Feedback received between Stage One and Stage Two Consultations	37
3.6 Non-statutory Stage Two Consultation	37
3.7 Announcement on crossing the Menai Strait	38
3.8 Announcement of the preferred Route Option on Anglesey	38
3.9 Feedback received between Stage Two and Stage Three Consultations	39
3.10 Statutory Stage Three Consultation	39
3.11 Consultation and engagement following the statutory Stage Three Consultation	40
3.12 National Grid community engagement in the area	47

3.13	National Grid engagement with the media	47
3.14	Process of reviewing and responding to feedback from the three stages of consultation	48
4.	COMPLIANCE WITH THE PLANNING ACT 2008 AND GUIDANCE DOCUMENTS	55
4.1	Introduction	55
PART B		103
5.	NON-STATUTORY STAGE ONE CONSULTATION	105
5.1	Introduction	105
5.2	Engagement Activities Prior to and in Preparation for Stage One Consultation	105
5.3	Stage One Non-statutory Consultation Activities	108
5.4	Overview of Stage One responses received and how National Grid has had regard to the feedback provided	123
5.5	Work undertaken between Stage One and Two Consultations	136
5.6	Summary of feedback received between Stage One Consultation and Stage Two Consultation	139
6.	NON-STATUTORY STAGE TWO CONSULTATION	149
6.1	Introduction	149
6.2	Engagement Activities Prior to and in Preparation for Stage Two Consultation	149
6.3	Stage Two Non-statutory Consultation Activities	152
6.4	Overview of responses received and how National Grid has had regard to the feedback provided in Stage Two Consultation	165
6.5	Work Undertaken Between Stage Two Consultation and Stage Three Consultation	188
6.6	Summary of Public Responses Received in Between Stage Two and Stage Three Consultations	190
PART C		199
7.	INTRODUCTION TO THE STATUTORY STAGE THREE CONSULTATION	201
7.1	Introduction	201
7.2	Preparation for Statutory Stage Three Consultation	202
7.3	Overview of the Stage Three Consultation	203
7.4	Summary of Stage Three Consultation Material and Activities	215
7.5	Documenting Responses Received (Structure of Chapters 8, 9 and 11)	220
8.	SECTION 42 CONSULTATION WITH PRESCRIBED CONSULTEES, STATUTORY UNDERTAKERS AND LOCAL AUTHORITIES	223
8.1	Introduction	223
8.2	Section 42 Consultation with Prescribed Consultees, Including Statutory Undertakers	223
8.3	Section 42 Consultation with Local Authorities (Identified Under Section 43)	491
9.	SECTION 42 CONSULTATION WITH PERSONS WITH AN INTEREST IN LAND (PILS)	559
9.1	Introduction	559

9.2	Feedback received on the overall project (non-section specific)	563
9.3	Feedback received on Wylfa to Pentir route (all sections)	577
9.4	Feedback received on Section A	590
9.5	Feedback received on Section B	592
9.6	Feedback received on Section C	600
9.7	Feedback received on Section D	608
9.8	Feedback received on Section E	614
9.9	Feedback received on the Anglesey part of Section F	625
9.10	Feedback received on the tunnel construction under Menai Strait	628
9.11	Feedback received on the sealing end compounds	631
9.12	Feedback received on Section F (Gwynedd side)	634
9.13	Feedback received on the Pentir substation	640
9.14	Feedback received on the Consultation Process	641
9.15	Proposed changes to the Project	647
9.16	Additional section 42 consultation with section 44 Parties - PILs	701
10.	SECTION 47 - STATEMENT OF COMMUNITY CONSULTATION	727
10.1	Introduction	727
10.2	Preparing the draft Statement of Community Consultation (SoCC)	727
10.3	Consultation on the Statement of Community Consultation	728
10.4	Publication of the Statement of Community Consultation	737
10.5	Stage Three Consultation activities and compliance with the Statement of Community Consultation	738
10.6	Summary	766
11.	SECTION 47 CONSULTATION WITH THE LOCAL COMMUNITY (INCLUDING NON-PRESCRIBED ORGANISATIONS)	767
11.1	Introduction	767
11.2	Feedback received from non-prescribed organisations	767
11.3	Feedback received from the local community on the overall Project (non-section specific)	863
11.4	Feedback received from the local community on the Wylfa to Pentir route (all sections)	884
11.5	Feedback received from the local community on Section A	903
11.6	Feedback received from the local community on Section B	907
11.7	Feedback received from the local community on Section C	920
11.8	Feedback received from the local community on Section D	930
11.9	Feedback received from the local community on Section E	937
11.10	Feedback received from the local community on the Anglesey part of Section F	949
11.11	Feedback received from the local community on the tunnel under Menai Strait	950
11.12	Feedback received from the local community on the sealing end compounds	957
11.13	Feedback received from the local community on the Gwynedd side of Section F	960
11.14	Feedback received from the local community on the Pentir substation	967
11.15	Feedback received from the local community on the consultation progress	968
12.	SECTION 48 STATUTORY PUBLICITY	978

12.1	Introduction	978
12.2	Publicity in accordance with section 48 of the Act	978
12.3	How consultation materials were made available during the Stage Three Consultation	980
13.	EIA CONSULTATION AND ENGAGEMENT	981
13.1	Introduction	981
13.2	EIA Scoping	981
13.3	Preliminary Environmental Impact Report (PEIR)	983
13.4	Stakeholder Meetings	984
13.5	Engagement on the draft ES	985
14.	SUMMARY OF CONSULTATION, ENGAGEMENT AND RESPONSES RECEIVED POST STAGE THREE CONSULTATION	987
14.1	Introduction	987
14.2	Stakeholder Engagement	987
14.3	Public Engagement	990
14.4	Summary of correspondence received from the public and town and community councils and how National Grid has had regard to the feedback provided	992
14.5	Localised non-statutory consultation on amendments to the construction traffic routes – Summer 2017	1022
14.6	Localised non-statutory consultation on amendments to the construction traffic routes near Ty Fodol Tunnel Head House– Summer 2018	1039
14.7	Consideration given to the need for further consultation	1044
PART D		1047
15.	SUMMARY	1048

1. CONSULTATION REPORT SUMMARY

1.1 Introduction

- 1.1.1 The Consultation Report has been prepared by National Grid for the North Wales Connection Project. The North Wales Connection Project (the Project) is a development which falls under the definition of a Nationally Significant Infrastructure Project (NSIP) in the Planning Act 2008 (referred to as ‘the Act’ from this point forward) and therefore is subject to the process and requirements that are set out in that Act. The Consultation Report forms one of the documents submitted as part of the application for a Development Consent Order (DCO), which has been submitted to the Secretary of State for Business, Energy and Industrial Strategy.
- 1.1.2 National Grid operates the National Electricity Transmission Network across Great Britain and owns and maintains the network in England and Wales. As the only company in England and Wales licensed to transmit electricity, National Grid has a Statutory Duty under the Electricity Act 1989 (the 1989 Act) to develop and maintain an efficient, co-ordinated and economical system of electricity transmission.
- 1.1.3 National Grid has a statutory duty to promote competition in the supply of electricity and is obliged to offer a connection to the system to anyone who applies for a connection (a ‘customer’). Horizon Nuclear Power (HNP) has applied to National Grid to connect their proposed new nuclear power station at Wylfa on Anglesey (referred to hereafter as Wylfa Newydd Power Station) to the National Electricity Transmission Network.
- 1.1.4 The site at Wylfa, which is adjacent to the recently closed ‘Wylfa A’ nuclear power station, has been identified in the Government’s National Policy Statement EN-6 ‘Nuclear Power Generation’ as a potential location for a new nuclear power station. HNP has secured land agreements for the site and has also concluded an agreement with National Grid to connect to the National Electricity Transmission Network in North Wales by the mid-2020s.
- 1.1.5 The existing overhead line between Wylfa and the mainland cannot be securely used to carry all the electricity that is planned to be generated, therefore National Grid needs to build a new, second connection. The need for the Project is addressed in more detail in National Grid’s Project Need Case (**Document 7.1**).
- 1.1.6 National Grid is applying for development consent to construct a new overhead line, broadly parallel to the existing overhead line, from Wylfa in north Anglesey to Braint in south Anglesey, where the connection would be transferred to a tunnel under the Menai Strait. The other end of the tunnel would be located at Tŷ Fodol in Gwynedd, where the connection would be transferred on to an overhead line to the existing substation at Pentir.
- 1.1.7 Prior to the submission of an application for a DCO, an applicant is required to carry out consultation and publicity activities as set out at sections 42, 46, 47 and 48 of the Act, The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 and The Applications: Prescribed Forms and Procedure (Amendment) Regulations 2014. This includes consulting with the local community and certain prescribed persons and bodies (prescribed by regulations, such as local authorities and technical consultees and affected and potentially affected land ownership interests).
- 1.1.8 The Consultation Report (**Document 6.1**) records how National Grid undertook Statutory Consultation, the feedback received during this consultation, National Grid’s responses to this feedback and how National Grid has had regard to the feedback received in accordance with the requirements of the Act. The Consultation Report also summarises two preceding stages of non-statutory consultation undertaken by National Grid, together with ongoing engagement with local stakeholders and landowners.
- 1.1.9 The Consultation Report has been produced for submission to the Planning Inspectorate pursuant to section 37(3)(c) of the Act, which requires all applications for a DCO to be accompanied by a report giving details of what has been done by the applicant in

compliance with sections 42, 47 and 48 of the Act (pre-application consultation and publicity), any relevant responses received (as defined in section 49 of the Act), and the account the applicant has taken of any consultation responses.

1.2 National Grid's Commitment to Consultation

1.1.10 Stakeholder and public involvement is an important component of the UK planning system and a legal requirement under the NSIP process. Legislation and government guidance seeks to ensure that the public, local communities, statutory and other consultees, and interested parties have an opportunity to have their views taken into account throughout the planning process.

1.1.11 In developing the North Wales Connection Project, National Grid has sought to undertake effective, inclusive and meaningful engagement with the local community, statutory and other consultees, and interested parties. National Grid is committed to engaging those communities affected by its proposals in effective and meaningful consultation as reflected in its 'Stakeholder, Community and Amenity Policy' (December 2016) which incorporates National Grid's Schedule 9 Electricity Act 1989 Statement relating to the preservation of amenity.

1.1.12 National Grid makes the following commitments to consultation when undertaking electricity works:

"We will promote genuine and meaningful stakeholder engagement. We will meet and, where appropriate, exceed the statutory requirements for consultation or engagement.

We will adopt the following principles to help us meet this commitment and

- a) seek to identify and understand the views and opinions of all the stakeholders and communities affected by our works;*
- b) provide opportunities for engagement from the early stages of the process, where options and alternatives are being considered and there is the greatest scope to influence the design of the works;*
- c) endeavour to enable constructive debate to take place, creating open and two-way communication processes;*
- d) ensure that benefits, constraints and adverse impacts of proposed works are communicated openly for meaningful stakeholder and community comment and discussion. We will be clear about any aspects of the works that cannot be altered;*
- e) utilise appropriate methods and effort in engaging stakeholders and communities, proportionate to the scale and impact of the works;*
- f) provide feedback on how views expressed have been considered and the outcomes of any engagement process or activity."*

1.1.13 Further information on how National Grid consults stakeholders and communities and listens to feedback in order to inform decision making is set out in National Grid's document 'Our approach to the design and routing of new electricity transmission lines' (2012). A copy of this document is provided at **Appendix 3** to the Consultation Report (**Document 6.2**).

1.1.14 Pre-application consultation, engagement and publicity have been central to the development of the North Wales Connection Project. National Grid undertook a multi-stage pre-application process to ensure that consultees had opportunities to provide feedback at the appropriate points in the evolution of the proposals.

1.1.15 The pre-application consultation comprised two stages of non-statutory consultation in 2012 and 2015 and a stage of statutory consultation in 2016. This statutory period of consultation in 2016 has been supplemented by additional phases of reconsultation with persons in the categories set out in section 44 of the Act (referred to as Persons with an

Interest in Land, or PILs) and consultation with new PILs reflecting localised changes to the Project and changes in landownership. In addition to statutory consultation, National Grid has also continued to engage with the relevant local authorities of the Isle of Anglesey County Council and Gwynedd Council and other stakeholders as part of ongoing design review and preparation of the DCO application documents.

1.3 Overview of the Pre-Application Process

1.1.16 In accordance with guidance issued by the Department for Communities and Local Government (DCLG)¹, National Grid undertook a multi-stage pre-application consultation process to ensure that consultees had multiple opportunities to provide feedback as the design of the proposals evolved. The pre-application process has included three main stages of public consultation, two non-statutory and one statutory, the dates of which were:

Stage One (non-statutory): 3 October 2012 to 21 December 2012

Stage Two (non-statutory): 21 October 2015 to 16 December 2015

Stage Three (statutory): 5 October 2016 to 16 December 2016

1.1.17 A summary of the consultation activity and project announcements in chronological order is provided in **Table 1.1**.

Table 1.1: Consultation Activity and Announcements

Date	Consultation / Announcement	Outline of Purpose
October to December 2012	Non-statutory Stage One Consultation	To gather views on the preliminary preferred strategic option of an overhead line from Wylfa to Pentir, and the potential route corridors, together with any other information stakeholders and the public felt National Grid should be made aware of.
January 2015	Route corridor announcement	Together with an update to the need case and strategic options report following changes to the proposed sources of energy generation in North Wales, this announcement confirmed that the connection was proposed to be made via an overhead line. The announcement also proposed the 'orange' route corridor as the preferred option for the route of the overhead line from Wylfa to Pentir, and proposed that the cables be placed underground at the Menai Strait.
October to December 2015	Non-statutory Stage Two Consultation	To consult upon route options for the overhead line between Wylfa and Pentir within the preferred 'orange' route corridor.
June 2016	Announcement on crossing the Menai Strait	To provide information on crossing techniques and the areas being considered for the infrastructure required to cross the Menai Strait, which included areas not being considered and therefore associated overhead line options discounted.

¹ Department for Communities and Local Government (March 2015). Planning Act 2008: Guidance on the pre-application process.

Date	Consultation / Announcement	Outline of Purpose
July 2016	Announcement of the preferred Route Option on Anglesey	Detailing the preferred Route Option for the overhead line from Wylfa to Ceint.
October to December 2016	Statutory Stage Three Consultation	<p>To consult on the detailed proposals including pylon locations, the location of the tunnel underneath the Menai Strait, proposed extensions to Wylfa and Pentir substations and associated infrastructure such as the tunnel head houses, sealing end compounds and construction compounds.</p> <p>Information was provided on all options considered throughout the development of the Project, so that people were able to comment on any aspect of the Project's development.</p>
April 2017 to July 2018	Additional section 42 consultation	Between April 2017 and July 2018 National Grid carried out 11 rounds of section 42 consultation with PILs. These additional rounds of consultation, which followed after the statutory Stage Three Consultation, were undertaken either in response to amendments made to the design resulting in additional PILs, or to consult new PILs identified through refreshes of the HM Land Registry. All newly identified PILs and those affected by amendments to the detailed design were consulted for 28 days under section 42 of the Planning Act via letter.
May to June 2017	Focussed non-statutory consultation on some amended construction traffic routes on Anglesey	The proposed routes for construction traffic were put forward as part of the statutory Stage Three Consultation. Isle of Anglesey County Council (IACC) provided feedback on the routes, suggesting some changes. These recommendations were considered alongside additional assessment work, and where applicable focussed non-statutory consultation was undertaken with residents along the routes affected by a change.
May to June 2018	Focussed non-statutory consultation on construction traffic routes in Gwynedd	Following further assessment, National Grid proposed minor amendments to the routes for traffic associated with construction of the access track to the Ty Fodol tunnel head house. This led to two additional sections of Fodolydd Lane being proposed for use by heavy goods vehicles for six months. A focussed non-statutory consultation was undertaken with residents along the route.

Ongoing stakeholder and local community engagement

- 1.1.18 In addition to the consultations and updates outlined above, National Grid has also undertaken ongoing stakeholder engagement throughout the Project. This has included:
- Regular liaison with the two local authorities, including strategic and topic specific meetings and those associated with key stages of the Project's development.
 - Meeting with statutory stakeholders such as Welsh Government, Natural Resources Wales and Cadw, and non-statutory stakeholders such as the National Trust and Energy Island Programme representatives, to update them on the Project and respond to questions.
 - Holding technical stakeholder workshops, providing Project progress briefings, describing the design and assessment processes, and explaining engineering considerations.
 - Provision of briefings for elected council members and town and community councils.
 - Ongoing discussions with landowners and tenants potentially affected by the Project.
 - Responding to queries raised by members of the public via the Project email and postal addresses.
 - Recognising recurring themes and questions, and addressing these through social media such as Twitter, blogs and the Project website.
- 1.1.19 Between consultation stages, stakeholders were kept up to date with National Grid's developments through the various engagements identified above and views were taken into account to help inform the proposals ahead of presenting them for written information and feedback at each stage of consultation.

Welsh language

- 1.1.20 National Grid has endeavoured to ensure that any consultation process and associated communications are made accessible to as many parts of the community as possible. In accordance with this and in line with the Welsh Language Act 1993, all key consultation materials for each consultation stage were produced in Welsh and English. This included:
- Project Newsletter and covering letters
 - FAQ document
 - Feedback form
 - Project maps
 - Adverts and posters
 - Project website
 - Exhibition panels
- 1.3.1 All other documents, with the exception of technical documents, were available in Welsh on request.
- 1.3.2 Welsh speaking members of the Project team were in attendance at every public exhibition. National Grid also provided the option to speak to a Welsh speaker when calling the consultation Freephone number. As advised by IACC, National Grid also provided a facility for people unable to attend public meetings to speak with a Welsh-speaking member of the National Grid team upon request.

1.4 Developing the Consultation Strategy and the Statement of Community Consultation

- 1.4.1 Section 47(1) of the Act requires applicants to ‘prepare a statement setting out how the applicant proposes to consult, about the proposed application, with people living in the vicinity of the land’ – known as a Statement of Community Consultation (SoCC).
- 1.4.2 Due to the range of options being considered in 2012 and 2015, National Grid decided it would be appropriate to carry out the non-statutory Stage One and Stage Two Consultations in advance of statutory pre-application consultation. Therefore, prior to the launch of the Stage One and Two Consultations, National Grid prepared Consultation Strategies appropriate to such non-statutory consultation rather than the formal SoCC that would follow in relation to statutory Stage Three Consultation. The Consultation Strategies explained how community consultation would be carried out and how the local community could engage in the consultation.
- 1.4.3 National Grid developed its Consultation Strategies with the relevant local authorities, Isle of Anglesey County Council (IACC) and Gwynedd Council. The purpose of the Consultation Strategies was to help members of the community understand how they could take part in National Grid’s Stage One and Stage Two Consultations.
- 1.4.4 For the statutory Stage Three Consultation and in accordance with section 47 of the Act and DCLG Guidance, National Grid prepared a SoCC which comprised a project description, an explanation of how National Grid would consult members of the community living in the vicinity of the Project and an explanation of the way in which feedback could be submitted during the statutory consultation. The SoCC was prepared in consultation with the IACC and Gwynedd Council and was formally consulted upon from 9 May to 10 June 2016. National Grid published its SoCC on 5 October 2016, alongside the launch of the Stage Three Consultation.
- 1.4.5 **Chapter 10** of the Consultation Report describes the process undertaken to develop the SoCC, including consultation on the draft SoCC, then goes on to describe the requirements contained in the SoCC and how National Grid carried out consultation in accordance with the SoCC during the Stage Three Consultation.
- 1.4.6 At each stage, National Grid’s approach to consultation was developed to ensure that the methods of consultation were appropriate to the people, body or organisation being consulted.

1.5 Stage One Consultation (Non-Statutory)

- 1.5.1 The non-statutory Stage One Consultation took place between 3 October 2012 and 21 December 2012. In this first stage of consultation National Grid asked stakeholder organisations and the local community for their opinions on its strategic options and preliminary preferred option of an additional overhead connection between Wylfa and Pentir, and potential route corridors. The objectives of the Stage One Consultation were to:
- Explain the background and Need Case for the Project.
 - Explain the process National Grid used to identify its preliminary preferred strategic option and to demonstrate why it believed this was the most appropriate option based upon engineering, environmental, economic and community considerations.
 - Invite the views of stakeholder organisations, the public and local communities about the proposed works and, specifically, views on National Grid’s preliminary preferred option; and explain how feedback could be provided.
 - Explain how National Grid identified the route corridor options between Wylfa and Pentir.

- Gather views on the preliminary preferred strategic option and potential route options, together with any other information stakeholder organisations and the public felt National Grid should be made aware of.

1.5.2 In order to seek the views of people, local communities and other interested parties living in vicinity of the Project, National Grid worked closely with IACC and Gwynedd Council to identify the following consultation zones, which were set out in the Consultation Strategy for the Stage One Consultation:

Consultation zone one: The whole of Anglesey. The community consultation activities sought to engage with those living and working in this zone. This included newsletters to households and community events.

Consultation zone two: An area in North Gwynedd where communities could be affected by the Project. The zone was broken down as follows:

- Primary consultation zone: This zone extended 2km either side of the broad route corridors National Grid consulted on and the existing substation at Pentir. The community consultation activities sought to engage with those living and working in this zone. This included newsletters to households and community events.
- Secondary consultation zone: Recognising the broad interest in its Project, National Grid's secondary consultation zone included households that were more than 2km from the broad route corridors and crossing options. This zone was engaged with primarily through local advertising and press releases to local media outlets.

1.5.3 National Grid consulted with the following organisations and individuals:

- Elected Representatives (MPs, AMs, county councillors);
- Town and Community Councils (as representatives of the local community and as would be prescribed by the Act);
- Prescribed consultees (local authorities, specialist bodies as would be required by the Act);
- Non-prescribed consultees (local special interest groups relevant to the proposals); and;
- Landowners and occupiers (with existing National Grid infrastructure on their land).

1.5.4 In addition to consultation with local communities National Grid, along with IACC and Gwynedd Council identified a list of 'hard to reach' groups, organisations and contacts. They represented young people, elderly people and those with special needs who may require specific support in order to participate in the consultation.

1.5.5 The consultation activities that took place for the Stage One Consultation involved:

- 35 public exhibitions which were attended by 736 people;
- Meetings and briefings with stakeholder organisations;
- Welsh and English Project Newsletters sent to just over 89,000 households on Anglesey and in Gwynedd;
- Welsh and English consultation websites;
- Welsh and English feedback forms and feedback form explanation booklets;
- Welsh and English Frequently Asked Questions (FAQ); and
- Welsh and English publicity (advertising, media outreach, posters, emails to website subscribers, Twitter using National Grid's corporate account @nationalgriduk).

- 1.5.6 National Grid received 1,549 pieces of feedback during the Stage One Consultation. This includes 1,057 campaign postcards and responses from 38 stakeholder organisations. Feedback was received in writing via the Project Freepost address, email or via a feedback form available from the public exhibitions, online or on request from National Grid. All comments were analysed and carefully considered by the Project team.
- 1.5.7 A Consultation Feedback Report on the Stage One Consultation was produced and published in June 2014, explaining this process, summarising the issues raised through the consultation feedback and how National Grid would have regard of this feedback. This document was published on the Project website (www.cysylltiadgogleddcymru.com / www.northwalesconnection.com) and is included in **Appendix 2** to the Consultation Report (**Document 6.2**).
- 1.5.8 Details of the Stage One Consultation are provided in **Chapter 5** of the Consultation Report.

1.6 Work undertaken between the Stage One and Two Consultations

- 1.6.1 In the spring of 2013 National Grid produced a dual language Project Newsletter which was sent to all of the addresses in the Stage One Consultation zone, stakeholder organisations and land owners and occupiers with the existing overhead infrastructure on or over their land. The newsletter thanked everyone who had taken part in the Stage One Consultation and provided an overview of the themes and key questions received during the consultation.
- 1.6.2 Between January 2013 and January 2015 National Grid undertook a series of activities with the local community and stakeholders to build relationships and provide Project updates. These included:
- Attending Horizon Nuclear Power open surgeries;
 - Attending the Anglesey Show;
 - Attending Anglesey Energy Island Programme meetings.
- 1.6.3 In January 2015, National Grid announced its preferred route corridor following a review of the Project. The selected corridor, known as the Orange route corridor, broadly follows the existing overhead line. National Grid also stated that overhead lines would not be used to cross the Anglesey Area of Outstanding Natural Beauty (AONB) and the Menai Strait. The connection would be put underground in this area.
- 1.6.4 Details of the work and engagement undertaken between Stage One and Stage Two are presented at **Section 5.5** of the Consultation Report.

1.7 Stage Two Consultation (Non-Statutory)

- 1.7.1 The non-statutory Stage Two Consultation on National Grid's route options for the overhead line between Wylfa and Pentir (within the preferred 'Orange' route corridor) and search areas for the sealing end compounds required for the underground crossing at the Menai Strait and AONB took place between 21 October 2015 and 16 December 2015.
- 1.7.2 The objective of the Stage Two Consultation was to provide information and gather views from stakeholder organisations and the local community on the Project proposals at that stage. The information provided at the Stage Two Consultation:
- Explained the background and Need Case for the Project.
 - Set out the process National Grid used to identify ways of making a connection between the proposed new nuclear power station, Wylfa Newydd, and National Grid's existing substation at Pentir, Gwynedd.
 - Explained why different technologies for making the new connection had been discounted.

- Provided an overview of the feedback received to date from prescribed stakeholder organisations and the local community.
 - Set out the process National Grid used to identify route options within the chosen route corridor, explained the paralleling principle and presented the route options within five sections.
 - Set out the process National Grid used to identify search areas for the sealing end compounds needed for crossing the Menai Strait and presented the search area options.
- 1.7.3 National Grid designated a geographical consultation zone for the Stage Two Consultation that extended 2km around the boundaries of the Orange route corridor. This consultation zone included properties that were in closest proximity to the proposals and therefore most likely to experience any effects from the work such as visual effects or during construction.
- 1.7.4 At the launch of the Stage Two Consultation, a Project Newsletter and covering letter was sent to lead officers at the IACC and Gwynedd Council. Copies of the Newsletter were also issued to Councillors whose wards were in the consultation zone, and briefings were provided.
- 1.7.5 MPs and Assembly Members in whose constituencies the proposals were located were issued with a Project Newsletter. In addition, National Grid offered briefings to the MP's and Assembly Members.
- 1.7.6 Town and Community Councils within the consultation zone were provided a Project Newsletter and briefings held with both the Anglesey and Gwynedd town and community councils on the latest proposals and consultation.
- 1.7.7 Statutory consultees and non-statutory consultees were sent a copy of the Project Newsletter and a USB memory stick containing copies of all community consultation materials and technical documents. In addition, themed briefings were held for selected stakeholders to update them on the proposals and ask for feedback on the latest stage of the Project's development. Organisations that represented specific aspects of the Project were invited to attend the briefing and provide comment.
- 1.7.8 To ensure that the consultation was as inclusive as possible, National Grid, in consultation with the IACC and Gwynedd Council identified a list of 'hard to reach' organisations and contacts. They represented young people, elderly people and those with disabilities or special needs who may require specific activities in order to participate in the consultation.
- 1.7.9 Land and homeowners closest to the proposals were notified 24 hours in advance of the consultation launch. The letter issued included a copy of the Project Newsletter, contact details for National Grid's land agents and the offer of a meeting to discuss the proposals further.
- 1.7.10 The consultation activities that took place for the Stage Two Consultation involved:
- 16 public exhibitions which took place between 3 November 2015 and 28 November 2015 which were attended by 405 people;
 - Meetings and briefings with stakeholder organisations;
 - Welsh and English Project Newsletters sent to nearly 15,000 addresses on Anglesey and in Gwynedd;
 - Welsh and English consultation websites;
 - Welsh and English feedback form;
 - Welsh and English Frequently Asked Questions (FAQ); and
 - Welsh and English publicity (advertising, media outreach, posters, emails to website subscribers, text message, Twitter using National Grid's corporate account @nationalgriduk).

- 1.7.11 The Stage Two Consultation received 2,076 items of feedback, including 15 responses from technical stakeholders. Feedback was provided via the feedback form, a dedicated email address or in writing via the Freepost address. All comments were analysed and carefully considered by the Project team.
- 1.7.12 A Consultation Feedback Report was prepared following the Stage Two Consultation. The feedback received was summarised, themes within the feedback identified, and an explanation provided as to how National Grid had taken feedback in to account. The Stage Two Consultation Feedback Report can be found in **Appendix 11** of the Consultation Report (**Document 6.2**).
- 1.7.13 Details of the Stage Two Consultation are provided in **Chapter 6** of the Consultation Report.

1.8 Work undertaken between the Stage Two and Three Consultations

- 1.8.1 Following the close of the Stage Two Consultation, National Grid held a series of meetings to help inform the scoping of the environmental impact assessment and resulting Environmental Statement. Meetings were also held with statutory and non-statutory consultees to provide an update on the Project and an overview of the consultation responses which had been received in response to the Stage Two Consultation. In March 2016, a community bulletin was distributed to everyone who had responded with feedback to the Stage Two Consultation, explaining how feedback was helping to shape the Project and highlighted the different considerations that National Grid has to balance when developing a proposal.
- 1.8.2 In June 2016, National Grid provided an update to stakeholders and the local community about its plans for an underground connection at the Menai Strait. The Project Newsletter was distributed to around 8,500 addresses, and the Project website was updated with the latest information.
- 1.8.3 In July 2016, National Grid announced the chosen route for the new connection within Sections 1 to 4 of the proposals to stakeholders and the local community. The bilingual Project Newsletter issued to households provided an overview of feedback received on each of the route sections and explained which route had been chosen in each section and why. The Project website was also updated with the latest information.
- 1.8.4 Details of the activities conducted between consultation Stages Two and Three are presented at **Section 6.6** of the Consultation Report.

1.9 Statutory Stage Three Consultation

- 1.9.1 The Stage Three Consultation constituted the statutory consultation on the Project required by the Act. The consultation took place between 5 October 2016 and 16 December 2016, and was carried out in accordance with the published SoCC and other applicable statutory requirements. The consultation included information on the detailed route of the second connection and the location of pylons, pylon design, the proposed tunnel under the Menai Strait and extensions to the existing substations at Wylfa and Pentir. It also included details of temporary works such as construction compounds, road access points and lay-down areas, transport routes for the delivery of materials and removal of waste, and screening and other mitigation measures. Information was also provided on all options considered throughout the development of the Project, so that people were able to comment on any aspect of the Project's evolution.
- 1.9.2 In planning the Stage Three Consultation and developing the associated SoCC, National Grid considered the statutory requirements of the Planning Act 2008 (which requires a minimum 28 day consultation), the size and scale of its proposals and consultation good practice. In agreement with IACC and Gwynedd Council, and based on National Grid's experience of previous consultations, a ten week consultation period was considered

appropriate to ensure that there was sufficient time for people to review the proposals, form an opinion on them and provide feedback.

- 1.9.3 In accordance with section 42 and 43 of the Act, National Grid consulted with IACC and Gwynedd Council as host authorities. In addition the following neighbouring authorities were consulted:
- Conwy County Borough Council;
 - Denbighshire County Council;
 - Powys County Council;
 - Ceredigion County Council; and
 - Snowdonia National Park Authority.
- 1.9.4 Prescribed consultees under section 42 of the Act were identified in accordance with Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) and consulted with where appropriate. In addition National Grid identified a list of additional organisations with whom it voluntarily sought to engage on the Project, outside of those identified in Schedule 1.
- 1.9.5 Under section 44 of the Act, applicants are required to make diligent inquiry to identify and consult people who own, occupy or have another interest in the land in question, or who could be affected by a project in such a way that they may be able to make specified claims for compensation (collectively referred to as ‘persons with an interest in land’ or PILs). Consultation in this way ensures that such parties were given early notice of Project, and provided an opportunity to express their views regarding them.
- 1.9.6 Following selection of the preferred route corridor in January 2015, National Grid began directly engaging with PILs as part of the Project development process in relation to access for environmental and other surveys, and to start building relationships with landowners and tenants. At the statutory Stage Three Consultation, a letter was sent to all PILs on 3 October 2016 informing of them of the start of the statutory consultation. The letter included details of the public events being undertaken and enclosed a copy of the Project Newsletter and the section 48 notice.
- 1.9.7 In accordance with section 47 of the Act the local community was consulted in accordance with the methods and process contained in the SoCC. In addition, a letter was posted to all relevant ward county councillors, Assembly Members, Members of Parliament and Members of the European Parliament (including a Project Newsletter and copy of the section 48 notice) on 4 October 2016. Briefings were provided to county councillors at IACC on 6 October 2016 and Gwynedd Council on 10 October 2016 and constituency Assembly Members and Members of Parliament were offered briefings.
- 1.9.8 The documents published at the start of the statutory Stage Three Consultation consisted of:
- 1.1.21 **Volume 1: Community documents**
- 1.1.22 1.1 Project News
 - 1.1.23 1.2 Overview
 - 1.1.24 1.3 Q&A
 - 1.1.25 1.4 Consultation feedback form
- 1.1.26 **Volume 2: Reports**
- 1.1.27 2.1 Preferred Route Option Selection Report
 - 1.1.28 2.2 Draft Route Alignment Report
 - 1.1.29 2.3 Menai Strait Crossing Report

- 1.1.30 2.4 Preliminary Environmental Information Report (PEIR):
 - 1.1.31 2.4.1 PEIR Non-Technical Summary
 - 1.1.32 2.4.2 PEIR (the main report)
 - 1.1.33 2.4.3 PEIR Figures
 - 1.1.34 2.4.4 PEIR Appendices
 - 1.1.35 2.4.5 PEIR Photomontages
- 1.1.36 2.5 Strategic Options Report
 - 1.1.37 2.5.1 Strategic Options Report, 2015
 - 1.1.38 2.5.2 Strategic Options Report Update, 2016
- 1.1.39 2.6 Project Need Case, 2016
- 1.1.40 2.7 Project Glossary
- 1.1.41 **Volume 3: Plans**
 - 1.1.42 3.1 Works Plans
 - 1.1.43 3.2 Land Plans
 - 1.1.44 3.3 Land Affected Plans
 - 1.1.45 3.4 Crown and Special Category Land Plans
 - 1.1.46 3.5 Access and Rights of Way Plans
 - 1.1.47 3.6 Sites or Features of Nature Conservation, Habitats and Water Bodies Plans
 - 1.1.48 3.7 Sites or Features of Historic Environment Plans
 - 1.1.49 3.8 Other Environmental Features Plans
 - 1.1.50 3.9 Trees and Hedges Potentially Affected Plans
 - 1.1.51 3.10 Design Plans
 - 1.1.52 3.11 Consultation Plans
 - 1.1.53 3.12 A guide to the plans
- 1.1.54 **Volume 4: Our approach to consultation**
 - 1.1.55 4.1 Statement of Community Consultation
- 1.9.9 Documents consulted upon during the previous rounds of consultation were also available on the Project website, including the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015) and the Wylfa-Pentir Route Options Report (October 2015).
- 1.9.10 In order to seek the views of members of the local community and other interested parties living in the vicinity of the Project, a consultation zone was developed and agreed with IACC and Gwynedd Council through the SoCC. The majority of the zone extended approximately 3km either side of the proposals, with some areas extending beyond this or brought in closer to reflect specific local circumstances. Where practical, the consultation zone was designed to avoid splitting settlements in half.
- 1.9.11 Community consultation activities were focused in the consultation zone and sought to engage with those living and working closest to the route. These included newsletters sent to all addresses (12,299 in total) and community events were focused in this area.
- 1.9.12 A full programme of public consultation events was developed and agreed with the IACC and Gwynedd Council. These comprised:
 - Six community events held in villages and towns closest to the proposals;

- Nine events were held in National Grid’s consultation vehicle; and
- Four pop-up events held in public locations along the route.

- 1.9.13 A total of 418 people attended a public event, at which a computer generated model of the Project area was available, enabling users to get an opportunity to see how the connection might look when built. The 3D visualisation was popular at the events and played an important role in helping people understand the potential effects of the proposals.
- 1.9.14 The computer generated visualisation was also used to develop 3D viewpoints and route drive films. These were used with virtual reality headsets at events, to give people a 360 degree view of the proposals and take journeys on roads near the proposals accompanied by a narration, showing how the connection might look in the landscape. The 3D viewpoints and route drive films were also available on the Project website.
- 1.9.15 In addition to the public exhibitions and online resources, National Grid established information points to provide people with community materials to take away. These information points included information on the consultation dates and how to provide feedback, holding copies of all community materials for people to take away (Project Newsletter, Overview document, Q&A document and feedback form) and a reference copy of the SoCC. In addition, reference copies of the consultation documents were made available to view from the start of the statutory consultation at 10 locations on Anglesey and three locations in Gwynedd.
- 1.9.16 In total, 1,804 pieces of feedback were received in response to the statutory Stage Three Consultation. Feedback was received via the feedback form (hard copy via the Freepost address or submitted online) and by email. Details of the feedback received and how National Grid had regard to the consultation responses is detailed within the Consultation Report. Feedback from prescribed consultees is provided in **Chapter 8**, feedback from PILs in **Chapter 9** and feedback from non-prescribed consultees and members of the public in **Chapter 11**.
- 1.9.17 An introduction to the statutory Stage Three Consultation is provided in **Chapter 7** of the Consultation Report, and details of how National Grid carried out consultation in accordance with the SoCC during the Stage Three Consultation are provided in **Chapter 10**.

1.10 Feedback Analysis

- 1.10.1 National Grid received a significant amount of feedback during the pre-application process and as a result, adopted a thematic approach to analysing feedback for each stage of the pre-application consultation as set out in the Planning Inspectorate’s Advice Note Fourteen (April 2012). Analysing feedback thematically provided a structure to the analysis process and enabled similar comments to be grouped together. This approach also helped National Grid to respond more effectively to feedback received.

1.11 Changes to the Proposals informed by Consultation Feedback

- 1.11.1 The following section presents a summary of the main changes that were made to the Project informed by consultation feedback received.

Changes Made Following Stage One Consultation

- 1.11.2 Feedback during the Stage One Consultation highlighted the importance of the Menai Strait and Anglesey Area of Outstanding Natural Beauty (AONB). Taking account of this feedback, National Grid decided to take forward proposals to develop an overhead line with underground cables at the Menai Strait. National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey AONB and two Registered Parks and Gardens, would result in a

conflict with National Planning Policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances.

- 1.11.3 Where stakeholders expressed a view, they generally preferred the Orange route corridor over the other route corridors for a new overhead line as it was the shortest most direct route, followed the existing line (i.e. there is 'something already there'), and avoided introducing new infrastructure in the south-west of the island. The Orange route corridor broadly follows the existing overhead line on the island that connects the current Wylfa power station and has been in place since the 1960s. National Grid selected the Orange route corridor to take forward to the route options stage, influenced by the consultation feedback described above and technical assessment work undertaken, as detailed in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**).

Changes Made Following Stage Two Consultation

- 1.11.4 Feedback from the Stage Two Consultation informed the selection of the preferred route as detailed in the Preferred Route Option Selection Report (**Document 9.4**) and the Menai Strait Crossing Report (**Document 9.6**). Feedback from the Stage Two Consultation also informed the detailed routeing and design work which is detailed in the Draft Route Alignment Report Wylfa to the Menai Crossing Area (**Document 9.5**).
- 1.11.5 Some respondents set out a preference for Route Option 1A between Wylfa to Rhosgoch believing it would have less impact on local cultural heritage assets and that it follows the existing line more closely. National Grid selected Route Option 1A to take forward to detailed design stage and the Stage Three Consultation, agreeing that it provides the most appropriate opportunity to reduce the effects on the surrounding area. It lies to the east of Llanfechell, with its large number of residential properties, socio-economic receptors, listed buildings and conservation area whilst still keeping close to the existing overhead line and avoiding areas of ancient woodland.
- 1.11.6 Following analysis of consultation feedback on Section 2, Rhosgoch to Llandyfydog, National Grid considered ways of delivering a close parallel alignment in this section. Further design work was undertaken, resulting in the proposed dismantling of two sections of the existing line to facilitate the establishment of a new close parallel alignment throughout Section B of the route.
- 1.11.7 Feedback expressed concern that Route Option 3A between Llandyfydog to B5110 north of Talwrn would introduce overhead lines in currently unaffected areas, and that Cors Erddreiniog should be avoided. Reflecting this feedback, National Grid decided to take forward combined parts of Routes 3B and 3C as this helps to avoid properties in Maenaddwyn, keeps outside the protected Cors Erddreiniog site and keeps close to the existing line offering the most appropriate way of managing effects on the sensitive aspects of this area.
- 1.11.8 Route Option 4B was selected to take forward to detailed design, this took account of respondents who explicitly expressed support or preference for one of the route options in this Section, of which the largest proportion preferred Route Option 4B. This Route Option kept the new connection close to the existing line and presented significant opportunities to synchronise the designs of the existing and proposed new line. Route Option 4B limited the effects on views from Llangefni, while also staying west of the existing line from Talwrn.
- 1.11.9 A number of underground cable options were explored to cross the Menai Strait in Section 5, including tunnelling or directional drilling and alternatives such as using the surface or underside of the Britannia Bridge further to consultation comments. The work undertaken to explore these options and create solution for the connection in the area of the Menai Strait is documented in the Menai Strait Crossing Report (**Document 9.6**), which was published as part of the Stage Three Consultation.
- 1.11.10 Taking account of the consultation comments received on Section 5, Ceint to Pentir, National Grid sought to reduce the visual effect of the new connection by extending the

tunnel to Ty Fodol in Gwynedd. On Anglesey the location of the sealing end compound was pushed back further from the Menai Strait, thereby reducing the number of pylons, in recognition of the sensitive landscape in this area (including the Anglesey AONB), the Grade I Registered Parks and Gardens of Plas Newydd and the Vaynol Estate, and potential effects on views. In addition, lower height pylons were proposed in the approach to both cable sealing end compounds to further reduce the visual effect of the connection.

Changes Made Following Stage Three Consultation

- 1.11.11 Following detailed consideration of the feedback received at the Stage Two Consultation, and further technical and environmental work and assessments, National Grid identified a preferred route option and subsequently a draft route alignment within it. This draft route alignment was presented at the Stage Three Consultation.
- 1.11.12 Examples of the main changes made to the proposals following Stage Three Consultation can be summarised as follows:
- 1.11.13 In response to feedback from PILs, National Grid made many localised amendments to the position and siting of pylons, reducing the effect on individual properties and agricultural operations where it was appropriate within the statutory, policy and guidance framework which applies to National Grid and the Project.
- 1.11.14 National Grid has identified a number of existing low voltage overhead lines which will be removed, informed by Cadw's request for their removal or realignment to improve the inter-visibility between monuments.
- 1.11.15 Gwynedd Council and IACC highlighted the need to consider potential noise impacts of overhead lines, particularly where the pylons are close to residential properties. This feedback, as well as that received from PILs informed National Grid's adjustments to pylon positions to increase the distance between the pylons and the closest properties where appropriate to do so.
- 1.11.16 The IACC made specific comments related to mitigation for potential traffic and transport effects, which have informed the Project, including the proposed construction traffic routes, use of temporary access tracks to reduce the effects on the public highway and measures to avoid or reduce effects on the public rights of way network.
- 1.11.17 Members of the public and PILs expressed a number of concerns about the potentially disruptive impact of the proposed construction access roads. Following a review of feedback, National Grid made amendments to the routing of access tracks in order to address concerns raised where it was appropriate to do so.
- 1.11.18 Beaumaris Town Council highlighted that in the context of views from Star, lower height pylons would be less likely to break the horizon when looking towards the south and will therefore have less of an effect on the extensive views towards Snowdonia. National Grid has included three low height pylons on the approach to the Braint Tunnel Head House, in the view south from the village of Star.
- 1.11.19 Magnox and Horizon Nuclear Power identified that some parts of the proposed route are not compatible with their proposals for the surrounding area. Following this feedback, National Grid undertook additional system design assessments which identified that the planned extension to the Wylfa substation was no longer required. The permanent works required to the existing substation to accommodate the new connection are now contained within the existing operational site boundary and no longer impact on the Magnox Upper Car Park.

1.12 Aspects of the Project that have not changed

- 1.12.1 A large number of changes were made to National Grid's proposals as a result of feedback received during the non-statutory and statutory consultations. However, in the context of applicable statutory, policy and guideline requirements, and following National Grid's

consideration of all feedback, it has not been appropriate for all feedback to result in changes to the Project.

- 1.12.2 In representations received during each stage of consultation, there was significant support for the adoption of alternative technologies to provide the connection. These included the use of subsea or underground cables. There was also support for localised undergrounding of the connection or the extension of the existing section of underground cable in the area of the Menai Strait.
- 1.12.3 National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area.
- 1.12.4 Following detailed technical and environmental appraisal of options, and back-checking of the decisions made, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach when considering applicable statute, policy and guidelines.
- 1.12.5 As described above, requests were also made to reposition individual pylons or proposed temporary construction tracks. In response to feedback from PILs, National Grid has made many amendments to the position and siting of pylon locations. However, there were instances where suggested design changes were not appropriate due to technical constraints or the alternative suggestions giving rise to greater adverse effects.
- 1.12.6 Feedback has informed a number of amendments to the construction traffic routes, however National Grid was unable to utilise the railway network for the transportation of materials or the workforce as requested by some respondents. There is no existing railway siding at the tunnel head house locations and construction of such a siding or rail loading facility would be unviable.
- 1.12.7 A number of respondents requested that National Grid select a route option previously considered and not taken forward. National Grid back-checked its decisions in relation to the route options and concluded that the options previously considered do not represent a more appropriate design solution than that proposed.
- 1.12.8 Alternative route alignments in Sections B, C, D and E of the connection were suggested through consultation feedback. These were considered, following which it is National Grid's view that the proposed design proposals represent the most appropriate overall solution taking into account socio-economic, environmental, technical and cost considerations.
- 1.12.9 Within Sections E and F, there were requests to extend the tunnel to start at Ceint and the Pentir substation respectively. National Grid considered the proposals for extending the tunnel and does not consider that the benefits, given the additional technical complexity and cost, outweigh the likely environmental effects of the overhead line proposed.
- 1.12.10 There was also support for minor alterations to the locations of temporary construction facilities. In response to the representations received, National Grid reviewed its proposals but concluded that the alternatives suggested would either not be technically feasible or would result in greater effects than the proposed development and as a result these changes were not included in the DCO application.

1.13 Need and cost

- 1.13.1 Many respondents questioned the need case for the Project and cost of the strategic options considered. National Grid continued to review and update its Needs Case and

Strategic Options Report for the Project, producing updated versions for the Stage Three Consultation and again for the DCO application (**Documents 7.1 and 7.2**).

1.14 Conclusions

- 1.14.1 In developing the North Wales Connection Project, National Grid has sought to undertake effective, inclusive and meaningful engagement with the local community, statutory and other consultees and interested parties.
- 1.14.2 Accordingly, National Grid has adopted a multi-phased approach to its non-statutory and statutory stages of pre-application consultation for the North Wales Connection Project. The non-statutory stages of consultation were undertaken in accordance with published consultation strategies and the statutory consultation was undertaken in accordance with the SoCC and all other applicable statutory requirements.
- 1.14.3 All representations received during and following the non-statutory and statutory stages of pre-application consultation, including in the run up to submission of the DCO application, were carefully considered by National Grid and taken into account in the development and refinement of the North Wales Connection Project. This is demonstrated in the feedback reports published following each stage of the non-statutory pre-application consultation process and in the overarching Consultation Report which has been summarised here.

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List of Figures

Figure number	Figure title
Part A	
1.1	Location of the North Wales Connection Project
2.1	National Grid Design and Routeing Process
2.2	Strategic connection options assessed – an extract from the Autumn 2012 Project News
2.3	Location of the preferred ‘orange’ route corridor – an extract from the January 2015 Project News
2.4	Route options presented at Stage Two Consultation – an extract from the Autumn 2015 Project News
2.5	Menai Strait crossing options – an extract from the June 2016 Project News
2.6	Illustrative example of the Project information contained in the Project Overview document available to the public during the Stage Three Consultation
Part B	
5.1	Consultation vehicle
5.5	Stage One Consultation public exhibition locations and number of attendees
Part C	
7.1	Section A: Wylfa to Rhosgoch
7.2	Section B: Rhosgoch to Llandyfrydog
7.3	Section C: Llandyfrydog to B5110 north of Talwrn
7.4	Section D: B5110 north of Talwrn to Ceint
7.5	Section E: Ceint to the Afon Braint
7.6	Section F: Afon Braint to Pentir
7.7	Administrative boundaries of ‘A’ and ‘B’ local authorities in relation to the Project
10.1	Project consultation zone for the Stage Three Consultation, extract from the SoCC
10.2	Level of visits to the Project website during Stage Three Consultation
10.3	A screen shot of the 3D visualisation developed for use during the Stage Three Consultation
10.4	A screen shot of a route drive film produced using the 3D visualisation for use during the Stage Three Consultation
10.5	Example information point used during the Stage Three Consultation
10.6	Example of an advert placed to advertise the launch of the Stage Three Consultation
10.7	Example of an advert placed to publicise the start of the Stage Three Consultation events
10.8	Example of an advert placed to raise awareness that there were three weeks to go until the close of the Stage Three Consultation
10.9	Example Stage Three Consultation Poster

List of Tables

Table number	Table title
Part A	
1.1	Consultation Activity and Announcements
1.2	An outline of National Grid’s statutory Stage Three Consultation compliance under the Planning Act 2008
1.3	An outline of National Grid’s statutory Stage Three Consultation compliance under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009
1.4	Summary of the content of each chapter of this Consultation Report
3.1	Summary of Statutory Consultation with PILs following the close of the Stage Three Consultation
3.2	Consultation Feedback Report publication dates
4.1	How National Grid has complied with statutory requirements of the Planning Act 2008 (listed in chronological order) with reference to The Infrastructure Planning (EIA) Regulations 2009 (as amended)
4.2	How National Grid has complied with DCLG Guidance Planning Act 2008: Guidance on Pre-application Process (March 2015)
4.3	How National Grid has complied with all elements of PINs Advice Note Fourteen: Compiling the Consultation Report (April 2012)
Part B	
5.1	Stage One Consultation briefings for Members of Parliament, the House of Lords and the Welsh Assembly
5.2	Stage One Consultation County Council briefings
5.3	Community Council meetings attended by National Grid to provide a briefing
5.4	Stage One Consultation technical material inspection copy locations
5.5	Stage One Consultation public exhibition locations and number of attendees
5.6	Type of responses received to the Stage One Consultation
5.7	Summary of the comments received in response to the Stage One Consultation and how National Grid had regard to the feedback received
5.8	Summary of feedback received between Stage One Consultation and Stage Two Consultation and how National Grid had regard to the feedback
6.1	MP and AM briefings that occurred during the non-statutory Stage Two Consultation
6.2	Stage Two Consultation themed briefings for statutory stakeholders
6.3	Reference locations for Stage Two Consultation materials
6.4	Information point locations for Stage Two Consultation materials
6.5	Location and number of attendees at public exhibition events for the Stage Two Consultation
6.6	Publications and dates for the newspaper adverts published for the Stage Two Consultation
6.7	Summary of the number and type of responses received from the local community during the non-statutory Stage Two Consultation
6.8	Summary of comments received during the Stage Two Consultation and how National Grid had regard to the feedback received
6.9	Environmental Assessment Scoping meetings held in January 2016
6.10	Summary of feedback received between Stage Two Consultation and Stage Three Consultation and how National Grid had regard to the feedback
Part C	
8.1	List of consulted prescribed consultees under Schedule 1 of the APFP Regulations, and those who responded to the statutory Stage Three Consultation
8.2	Welsh Government
8.3	The Health and Safety Executive

Table number	Table title
8.4	Public Health Wales
8.5	Public Health England
8.6	Welsh Ambulance Service NHS Trust (WAST)
8.7	North Wales Fire and Rescue Service
8.8	North Wales Police
8.9	Beaumaris Town Council
8.10	Cwm Cadnant Community Council
8.11	Llanbadrig Community Council
8.12	Llaneilian Community Council
8.13	Llanfairpwll, Llanfair yn Neubwll, Llanfihangelesceifiog, Penmynydd, Pentraeth, Trearddur and Trewalchmai Community Councils
8.14	Llanerchymedd Community Council
8.15	Llanidan Community Council
8.16	Mechell Community Council
8.17	North Anglesey Council's Partnership (an organisation representing six town and community councils in North Anglesey)
8.18	One Voice Wales Anglesey Pylon Committee (forum that represents 30 councils on Anglesey)
8.19	One Voice Wales Arfon Dwyfor Area Committee
8.20	Pentir & Y Felinheli Community Councils
8.21	Rhosybol Community Council
8.22	Tref Amlwch Community Council
8.23	Natural Resources Wales (NRW)
8.24	Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW)
8.25	The Coal Authority
8.26	Element Power Ireland Limited (sole owner of Greenwire Transmission Pentir Ltd.)
8.27	Horizon Nuclear Power Services Limited
8.28	Magnox
8.29	SP Energy Networks
8.30	Wales and West Utilities
8.31	Network Rail
8.32	Gwynedd Council
8.33	Isle of Anglesey County Council (IACC)
8.34	Snowdonia National Park
9.1	Suggested Project amendments made by PILs during Stage Three Consultation
9.2	Suggested Project amendments made by PILs following Stage Three Consultation
10.1	Isle of Anglesey County Council comments on the initial draft SoCC and draft SoCC
10.2	Gwynedd Council comments on the initial draft SoCC and draft SoCC
10.3	Details of the community events held during the Stage Three Consultation
10.4	Details of the community vehicle events held during Stage Three Consultation
10.5	Details of the community pop-up events held during the Stage Three Consultation
10.6	Stage Three Consultation reference locations
11.1	Campaign for the Protection of Rural Wales (Anglesey Branch)
11.2	Campaign for the Protection of Rural Wales (Caernarfonshire Branch)
11.3	Campaign for the Protection of Rural Wales (Conwy Branch)
11.4	Grwp Llandrillo Menai
11.5	Menai Science Park (M-SParc)
11.6	Ministry of Defence
11.7	National Farmers Union (NFU) Cymru
11.8	National Trust
11.9	North Wales Wildlife Trust

Table number	Table title
11.10	Orthios Group Holdings Ltd
11.11	People Against Wylfa B (PAWB)
11.12	Royal Society for the Protection of Birds (RSPB)
11.13	The Snowdonia Society
12.1	Publication of the section 48 notice
14.1	Summary of public correspondence received following the Stage Three Consultation and how National Grid had regard to the feedback
14.2	Summary of feedback received in response to the localised non-statutory consultation on construction traffic routes and how National Grid had regard to the feedback

List of Appendices

Appendix number	Appendix title	
Non-statutory Stage One Consultation (Autumn 2012)		
1	Stage One Consultation Strategy (2012) The Consultation Strategy explained the community consultation National Grid would undertake for the Stage One Consultation with the local communities in Anglesey and North Gwynedd.	
2	Stage One Consultation Feedback Report (2014) A description of the Stage One Consultation, the comments received and how feedback informed the Project design.	
3	Stage One Consultation Feedback Report Appendices (2014) Appendices to the Stage One Consultation Feedback Report – those listed below are referenced within this Consultation Report:	
	Appendix G	National Grid publication ‘ Our approach to the design and routing of new electricity transmission lines ’ (2012)
	Appendix H	Stage One Consultation Project News 2012 - dual-language A Project Newsletter and covering letter was issued on 3 October 2012 launching National Grid’s Stage One Consultation. It was distributed to just over 89,000 households across Anglesey and Gwynedd.
	Appendix I	Stage One Consultation Feedback forms (Wylfa-Pentir, West Gwynedd and Glaslyn Estuary) - dual language. The feedback form included a combination of open and closed questions with space for respondents to communicate additional views or comments.
	Appendix J	Stage One Consultation Feedback form explanation booklets (Wylfa-Pentir, West Gwynedd and Glaslyn Estuary) - dual language. The booklet contained a summary of National Grid’s Strategic Options Report and maps and detailed explanations of the route corridor and crossing options.
	Appendix M	Stage One Consultation Schedule of ‘hard to reach groups’
	Appendix N	Stakeholders Consulted at the Stage One Consultation
	Appendix O	Consultation Zones for the Stage One Consultation
	Appendix Q	Stage One Consultation Advertisements National Grid advertised in Welsh and English in local publications. Advertising ran at the start of Stage One Consultation and shortly before the public exhibitions finished to remind people of the opportunity to attend.
	Appendix R	Holford Rules Guidelines on overhead line routing.
Appendix S	Horlock Rules An explanation of National Grid’s approach to and guidelines for siting and designing substations.	
4	Stage One Consultation Exhibition Panels	
Project Update (January 2015)		
5	Project Newsletter: Route Corridor Announcement (January 2015) This newsletter informed residents of the decision that the ‘orange’ route corridor was selected as the preferred option for the route of the overhead line from Wylfa to Pentir, and that the cables would be placed underground at the Menai Strait.	

Appendix number	Appendix title	
6	Summary of Key Project Changes and Updates (January 2015) Explains the key changes that occurred since October 2012 which required a review of the selection of the preferred strategic option, reflected in the January 2015 version of the Strategic Options Report (Document 9.8.2).	
7	Information Booklet (January 2015) Summarises the work undertaken to date and the Stage One Consultation, and explains how National Grid looked at all of the route corridor options and identified the preferred 'orange' route corridor.	
Project Update (Summer 2015)		
8	Project Newsletter (Summer, 2015) A community update was issued to the consultation zone (preferred orange route corridor and 2km buffer zone) across Anglesey and North Gwynedd, along with prescribed and non-prescribed consultees to inform them of the upcoming non-statutory Stage Two Consultation in the autumn of 2015, and to provide details of National Grid's educational outreach activity.	
Non-statutory Stage Two Consultation (Autumn 2015)		
9	Stage Two Consultation Strategy (October 2015) The approach for consultation was developed ahead of the Stage Two Consultation. The Consultation Strategy was developed taking account comments from the local authorities and other relevant information.	
10	Project Newsletter: Stage Two Consultation (Autumn, 2015) Issued at the start of the Stage Two Consultation, this newsletter provided an overview of the proposals and details of the consultation, including exhibition event dates and information on how to provide feedback.	
11	Stage Two Consultation Feedback Report (May 2016) The report provides a summary of the feedback received to the Stage Two Consultation, explains the themes within the feedback that were identified, and includes an explanation as to how National Grid took the feedback in to account.	
	Stage Two Consultation Feedback Report Appendices (May 2016) The appendices to the Stage Two Consultation Feedback Report are contained at the end of the main report – those listed below are referenced within this Consultation Report:	
	Appendix C	Stage Two Consultation zone map , list of project information points, list of locations and dates of public exhibitions (2015)
	Appendix D	Stage Two Consultation Feedback Form
Appendix E	Stage Two Consultation Adverts	
Project Updates (Summer 2016)		
12	Project Newsletter: Announcement on Crossing the Menai Strait (June 2016) In June 2016, National Grid provided an update to stakeholders and the local community about its plans for an underground connection at the Menai Strait.	
13	Project Newsletter: Announcement of the Preferred Route Option on Anglesey (July 2016) This newsletter confirmed the selected Route Option for the overhead line on Anglesey, from Wylfa to west of Star.	
14	Project update letter to People with an Interest in Land (PILs) This correspondence advised PILs if their land was still affected, was no longer required for the Project or if their land was required for survey.	
Statutory Stage Three Consultation (Autumn 2016)		
Consultees, Letters and Notices		

Appendix number	Appendix title
15	<p>Stage Three Consultation: List of Non-Prescribed Consultees and letter issued A list of non-prescribed consultees and a copy of the letter sent to all non-prescribed consultees at the commencement of the Statutory Stage Three Consultation.</p>
16	<p>Section 42 Letter: Consultation with Prescribed Consultees Letter sent to prescribed consultees under section 42 at the commencement of the statutory Stage Three Consultation confirming the issue of consultation material, together with a USB memory stick containing all the consultation documents and a copy of the section 48 Notice. This letter also comprises the Regulation 11 letter issued to Regulation 9 bodies (Notice of Preliminary Environmental Information under Regulation 11 of Infrastructure Planning (Environmental Impact Assessment) Regulations 2009).</p>
17	<p>Section 43 Letter: Consultation with Local Authorities Letter sent to the relevant local authorities under section 42 at the commencement of the statutory Stage Three Consultation confirming the issue of consultation material, together with a USB memory stick containing all the consultation documents and a copy of the section 48 Notice. This letter also comprises the Regulation 11 letter issued to Regulation 9 bodies (Notice of Preliminary Environmental Information under Regulation 11 of Infrastructure Planning (Environmental Impact Assessment) Regulations 2009).</p>
18	<p>Section 44 Letter: Consultation with PILs Letter sent to all identified PILs at the commencement of the statutory Stage Three Consultation confirming the issue of consultation material, together with a copy of the Project Newsletter. This letter also comprises the Regulation 11 letter issued to Regulation 9 bodies (Notice of Preliminary Environmental Information under Regulation 11 of Infrastructure Planning (Environmental Impact Assessment) Regulations 2009).</p>
19	<p>Section 46 Notice: Planning Inspectorate Letter to PINs under section 46 of the Act, notifying PINs that National Grid intends to commence consultation in accordance with section 42 and section 47 of the Planning Act 2008 (the Act) on 5 October 2016 with regard to its proposed application for a Development Consent Order. A USB memory stick containing all the consultation documents was provided, together with copies of the section 48 Notice and section 47 Notice.</p>
20	<p>Section 47 Notice: Statement of Community Consultation and Preliminary Environmental Information A copy of the notice to advertise the Statement of Community Consultation placed in a relevant newspaper (Daily Post). The Statement of Community Consultation was available for inspection alongside the inspection copies of the consultation documents, and at the public events. This notice also states that the proposed Project is EIA development and how National Grid intended to publicise and consult on the preliminary environmental information. This notice was also attached to the section 46 Notice to the Planning Inspectorate.</p>
21	<p>Section 48 Notice: Duty to Publicise A copy of the section 48 notices which advertised National Grid's intention to apply for a Development Consent Order. A copy of this notice was also attached to the section 42, 43 and 44 letters, and the section 46 Notice to the Planning Inspectorate.</p>
Materials and Advertising	
22	<p>Stage Three Consultation: Feedback Form (October 2016) The feedback form included a combination of open and closed questions with space for respondents to communicate additional views or comments.</p>
23	<p>Stage Three Consultation: Project Newsletter (October 2016)</p>

Appendix number	Appendix title
	Provides the headlines of National Grid’s proposals and details of the consultation. It includes a large map of the proposals and details of how to get involved in the consultation.
24	Stage Three Consultation: Overview Document (October 2016) Provides an overview of the Project and information on National Grid’s proposals in each area. It includes pages on different sections of the proposals so people could easily identify which parts of the Project are of most interest. It also includes visualisations to show what the proposals could look like.
25	Stage Three Consultation: Questions & Answers (October 2016) The Q&A document summarises commonly-asked questions from members of the public and provided answers to these.
26	Stage Three Consultation Advertising (2016) National Grid undertook advertising to promote the exhibitions and information points to a wide audience, including people outside of the consultation zone. These adverts were published at the start of the statutory Stage Three Consultation, at the start of events and two weeks before the close of consultation.
27	Stage Three Consultation Posters (October 2016) Posters were sent to all town and community councils in the Project area, as well as a number of local businesses and tourism locations. A full list of all locations is provided in this appendix.
Statement of Community Consultation (SoCC)	
28	Draft Statement of Community Consultation (May 2016) Issued for formal consultation with Isle of Anglesey County Council and Gwynedd Council.
29	Letters to Isle of Anglesey County Council and Gwynedd Council accompanying the Draft SoCC for formal consultation (May 2016) These letters sought feedback on the draft SoCC.
30	Emails to Isle of Anglesey County Council and Gwynedd Council and responses provided A copy of emails from National Grid to the Isle of Anglesey County Council and Gwynedd Council requesting any comments on the final draft SoCC, and a copy of the responses received from both Councils.
31	Letter to Isle of Anglesey County Council National Grid’s response to comments raised by Isle of Anglesey County Council on the final draft SoCC.
32	Final Statement of Community Consultation (October 2016) Final SoCC published as part of the Stage Three Consultation.
Stage Three Consultation Feedback	
33	IACC and Gwynedd Council Feedback to Stage Three Consultation: Schedule of Responses to the Technical Reports Tables of the detailed consultation feedback received from the Isle of Anglesey County Council and Gwynedd Council on the Preferred Route Option Selection Report (2016), Draft Route Alignment Report (2016), Menai Strait Crossing Report (2016), Strategic Options Report (2016) and Project Need Case (2016), and how National Grid had regard to the comments made.
34	Analysis Process: Coding Framework of Feedback Received Dialogue by Design worked closely with the National Grid Project team to produce a detailed list of topics which accurately described the issues raised by respondents to the Stage Three Consultation.
Post Stage Three Consultation and Engagement	
35	Additional Section 42 Consultation with PILs

Appendix number	Appendix title
	Redacted example letters of additional section 42 consultation undertaken with PILs following the close of the Stage Three Consultation.
36	<p>National Grid Spring 2017 Project Update: How feedback helps us A copy of the community update provided to everyone who had responded to the Stage Three Consultation with feedback and all Project stakeholder organisations. The update provided an overview of the feedback that was received to the consultation and some of the issues that were raised.</p>
37	<p>Localised non-statutory consultation on construction traffic routes A copy of the letters and maps issued for the localised non-statutory consultations on construction traffic routes undertaken June 2017 and May 2018.</p>
38	<p>National Grid Project Newsletter (Summer 2018) A copy of the Project update, which provided information on the work undertaken by National Grid since the close of the Stage Three Consultation, described how comments received during and following the Stage Three Consultation have been taken in to account, and introduced the PINS process following submission. It also included an update on National Grid’s work regarding the Third Menai Crossing and in West Gwynedd.</p>
39	<p>Letters to PILs identified after 9th July 2018 A copy of the letters written to any new person with a land interest identified after 9th July 2018, which contained details of the Project, where further information could be found, and how to get in touch with National Grid and provide comments to the Planning Inspectorate following submission of the DCO application.</p>
Other appendices	
40	<p>National Grid additional community engagement activity Contains a list of engagement activities carried out with community groups, educational facilities and events including support at Horizon engagement activities.</p>
41	<p>National Grid media engagement Contains a list of all media coverage from regional media relating to the North Wales Connection Project.</p>

List of Acronyms

Acronym	Full title
AA	Appropriate Assessment
AC	Alternating Current
AEP	Annual Exceedance Probability
AES	Agri-environment schemes
AIL	Abnormal Indivisible Load
ALC	Agricultural Land Classification
AM	Assembly Member
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
APFP	Applications: Prescribed Forms and Procedure Regulations
AQMA	Air Quality Management Area
ASIDOHL	Assessment of the Significance of Impacts of Development on Historic Landscapes
BAP	Biodiversity Action Plan
BEIS	Department for Business, Energy and Industrial Strategy
BLP	Berwin Leighton Paisner
BMV	Best and Most Versatile Agricultural Land
CCW	Countryside Council for Wales
CEA	Cumulative Effects Assessment
CEMP	Construction and Environmental Management Plan
CLA	Country Land and Business Association
CNP	Campaign for National Parks
CPRW	Campaign for the Protection of Rural Wales
CSE	Cable Sealing End
CSEC	Cable Sealing End Compound
CTMP	Construction Traffic Management Plan
CV	Curriculum Vitae
CWAMP	Construction Worker Accommodation Management Portal
CWS	County Wildlife Site
dB	Decibel
db	Logarithmic Addition
DbyD	Dialogue by Design
DC	Direct Current
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
DEMP	Decommissioning Environmental Management Plan
DNO	Distribution Network Operator
DECC	Department of Energy and Climate Change
DRAR	Draft Route Alignment Report
DWPA	Drinking Water Protected Area
EIA	Environmental Impact Assessment
EMF	Electric and Magnetic Field
EQS	Environmental Quality Standards
ES	Environmental Statement
FAQ	Frequently Asked Questions
FCA	Flood Consequences Assessment
FM	First Minister
FUW	Farmers' Union Wales
GAT	Gwynedd Archaeological Trust
GC	Gwynedd Council

Acronym	Full title
GW	Gigawatt
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicle
HIA	Health Impact Assessment
HM	Her Majesty
HNP	Horizon Nuclear Power
HPA	Health Protection Agency
HRA	Habitat Regulations Assessment
HSE	Health and Safety Executive
HV	High Voltage
HVAC	High Voltage Alternating Current
HVDC	High Voltage Direct Current
IACC	Isle of Anglesey County Council
JNCC	Joint Nature Conservation Committee
Km	Kilometre
kV	Kilovolt
LAI	Local Area of Influence
LCA	Landscape Character Assessment
LGV	Lights Goods Vehicle
LHSA	Local Hydrological Study Area
LNR	Local Nature Reserve
LPA	Local Planning Authority
LoD	Limits of Deviation
LSOA	Lower Super Output Area
LV	Low Voltage System
LVIA	Landscape and Visual Impact Assessment
MEP	Member of European Parliament
MGV	Medium Goods Vehicle
MMO	Marine Management Organisation
MMP	Materials Management Plan
MOD	Ministry of Defence
MP	Member of Parliament
MS Parc	Menai Science Park
MWh	Megawatt-hour
NATMAP	Division of National Mapping
NERC	Natural Environment Research Council
NETS	National Electricity Transmission System
NFU	National Farmers' Union (Cymru)
NG	National Grid
NGET	National Grid Electricity Transmission
NNR	National Nature Reserve
NPPF	National Planning Policy Framework
NPS	National Policy Statement
NRW	Natural Resource Wales
NSIP	Nationally Significant Infrastructure Project
NWC	North Wales Connection
O	Officer
OFGEM	Office of Gas and Electricity Markets
OHL	Overhead Line
OVW	One Voice Wales

Acronym	Full title
PAWB	People against Wylfa B
PEIR	Preliminary Environmental Information Report
PHE	Public Health England
PIL	Person with an interest in land
PINS	Planning Inspectorate
PLG	Wylfa Project Liaison Group
PPA	Planning Performance Agreement
PPB	Proposed Project Boundary
PPW	Planning Policy Wales
PRoW	Public Rights of Way
QA	Quality Assessment
RAF	Royal Air Force
RCAHMW	Royal Commission on the Ancient and Historical Monuments of Wales
RNIB	Royal National Institute of Blind People
RSA	Road Safety Audit
RSPB	Royal Society for the Protection of Birds
SACs	Special Areas of Conservation
SCENIHR	Scientific Committee on Emerging and Newly Identified Health Risks
SEC	Sealing End Compound
SLA	Special Landscape Area
SoCC	Statement of Community Consultation
SOR	Strategic Options Report
SPA	Special Protection Areas
SP	Scottish Power
SPZ	Source Protection Zone
SSSI	Site of Special Scientific Interest
SWMP	Site Waste Management Plan
TA	Transport Assessment
TAN	Technical Advice Note
TBM	Tunnel Boring Machine
TCPA	Town and Country Planning Act
TEMPRO	Trip End Model Presentation Programme
THH	Tunnel Head House
UNESCO	United Nations Educational, Scientific and Cultural Organisation
USB	Universal Serial Bus
VR	Virtual Reality
VSAA	Visual and Sensory Aspect Areas
WAMS	Worker Accommodation Management Service
WAST	Welsh Ambulance Service NHS Trust
WFD	Water Framework Directive
WHIASU	Wales Health Impact Assessment Support Unit

Acronym	Full title
WHO	World Health Organisation
WHSA	Wider Hydrological Study Area
WIMD	Welsh Index of Multiple Deprivation
WLGA	Welsh Local Government Association
WLIA	Welsh Language Impact Assessment
WMP	Waste Management Plan
ZTV	Zone of Theoretical Visibility
3D	Three Dimensional

List of Main Documents Referenced in this Report: Historic Project documents from Stage One, Two and Three Consultations, publication dates and a brief description

Document title	Date	Description
Stage One Consultation		
Need Case	2012	Explains why the North Wales Connection Project is required and the work National Grid needs to carry out.
Strategic Options Report	2012	Explains National Grid's selection and appraisal of the options considered for connecting the proposed new energy generation, including subsea options.
Wylfa-Pentir Initial Route Corridor Report	2012	Examines and identifies the potential route corridors and Menai Strait crossing options between Wylfa and Pentir.
Stage Two Consultation		
Stage One Consultation Feedback Report	2014	Provides a summary of all the themes raised by consultees during the first Project consultation period (Stage One) in 2012 and National Grid's responses.
Need Case	2015	Updates the 2012 Report, explaining why the North Wales Connection Project and the work National Grid needs to carry out is required, taking account of changes to the generation proposed.
Strategic Options Report	2015	Updates the 2012 Strategic Options Report, explaining National Grid's selection and appraisal of the options considered for connecting the proposed new energy generation, including subsea options and a hybrid option.
Wylfa-Pentir Preferred Route Corridor Selection Report	2015	Explains the appraisal work undertaken in identifying the proposed Orange route corridor across Anglesey as the preferred option and National Grid's preference to use underground cables to cross the Area of Outstanding Natural Beauty and Menai Strait.
Wylfa-Pentir Route Options Report	2015	Explains how National Grid identified the proposed route options for the new connection within the preferred Orange route corridor.
Stage Three Consultation		
Volume 1: Community documents		
Volume 1: Community documents	2016	The community documents comprised the following: <ul style="list-style-type: none"> 1.1 Project News – provides the headlines of the proposals and includes a large map. 1.2 Overview – provides an overview of the project and information on what is proposed in each area. 1.3 Q&A – provides a list of the most frequent questions and National Grid's responses to them. 1.4 Consultation feedback form – sought comments and feedback on the project and consultation process.
Volume 2: Reports		
2.1 Preferred Route Option Selection Report	2016	Explains the reasons for selecting the preferred route option (a route corridor about 100m wide within which the pylons will be sited) in sections A-D of the route. This includes information on the feedback considered, the further appraisals undertaken and the main reasons for the

Document title	Date	Description
		selection of the option. It also describes the reasons why the chosen lattice steel pylon design is being proposed.
2.2 Draft Route Alignment Report	2016	Describes the rationale for the design of the proposed new overhead line in sections A-D of the route. This includes details on factors that have been considered, the overall design approach and decisions on how each pylon location has been identified. It discusses the design of both the permanent and temporary construction works.
2.3 Menai Strait Crossing Report	2016	Details the options considered for crossing the Menai Strait (sections E-F of the route), the options assessment undertaken and the selection of the preferred option. This includes information on siting of tunnel head houses, sealing end compounds and other supporting works required for the transitions from overhead to underground, together with the two sections of overhead line that link to the sealing end compounds.
2.4 Preliminary Environmental Information Report (PEIR)	2016	Explains National Grid's preliminary assessment of the likely effects the proposed project would have on the environment and the measures proposed to limit these effects, based on assessments to date. The PEIR comprised: 2.4.1 PEIR Non-Technical Summary 2.4.2 PEIR (the main report) 2.4.3 PEIR Figures 2.4.4 PEIR Appendices 2.4.5 PEIR Photomontages
2.5 Strategic Options Report	2016	Includes an update to the 2015 version of the Strategic Options Report and explains the alternative strategic connection options considered. Comprising: 2.5.1 Strategic Options Report, 2015 2.5.2 Strategic Options Report Update, 2016
2.6 Project Need Case	2016	Explains why the North Wales Connection Project is required and the work National Grid has to carry out is needed.
2.7 Project Glossary	2016	Provides an expansion on, and explanation of, the terms used across all documents published for the Stage Three Consultation.
Volume 3: Plans		
Volume 3: Plans	2016	All plans produced for the Stage Three Consultation to detail the works. Comprising: 3.1 Works Plans - these show the proposed route for the second connection and the proposed project boundary within which National Grid propose to build the connection. 3.2 Land Plans - show the land use within the proposed project boundary. 3.3 Land Affected Plans - show the proposed project boundary and land affected by the proposed design for the second connection. 3.4 Crown and Special Category Land Plans - show the proposed project boundary and affected special category land such as common land, and land owned by special bodies such as the National Trust.

Document title	Date	Description
		<p>3.5 Access and Rights of Way Plans - show the proposed access points and public rights of way that may be affected by the proposals.</p> <p>3.6 Sites or Features of Nature Conservation, Habitats and Water Bodies Plans - show areas of particular environmental importance including areas that are important for nature conservation or are protected habitats in the vicinity of the proposals.</p> <p>3.7 Sites or Features of Historic Environment Plans - show areas of particular environmental importance including important historical areas in the vicinity of the proposals.</p> <p>3.8 Other Environmental Features Plans - show other areas of particular environmental importance in the vicinity of the proposals.</p> <p>3.9 Trees and Hedges Potentially Affected Plans - show the trees and hedges which may be affected by the proposals.</p> <p>3.10 Design Plans - provide details of National Grid's proposed equipment.</p> <p>3.11 Consultation Plans - these show the proposals in the most detail. They show the proposed project boundary and associated permanent and temporary works, including pylon positions, conductor pulling positions and access roads.</p> <p>3.12 A guide to the plans - provides a more detailed guide to what the plans show and how to read them, including a detailed explanation of the plan keys.</p>
Volume 4: Our approach to consultation		
4.1 Statement of Community Consultation (SoCC)		<p>Describes how National Grid proposed to undertake the statutory pre-application consultation on the project with the local community and other stakeholders. The SoCC enabled those potentially affected by the project to understand how National Grid intended to consult and how they could participate in the consultation. It includes an explanation on the engagement activities which National Grid planned to undertake for the Stage Three Consultation.</p> <p>This document has been prepared in accordance with requirements of the Planning Act 2008 (as amended), working with the relevant local authorities.</p>

Part A:
Introduction, Project
Background and
Compliance

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1. INTRODUCTION

1.1 North Wales Connection Project

- 1.1.1 A new electricity connection to the mainland transmission system is needed to allow the export of power from a new nuclear power station proposed to be built at Wylfa, on the Isle of Anglesey. National Grid has contractually agreed to connect the new Wylfa Newydd Power Station to the transmission system in North Wales in the mid-2020s. The existing overhead line between Wylfa and the mainland cannot be securely used to carry all the electricity that is planned to be generated, therefore National Grid needs to build a new, second connection.
- 1.1.2 Following eight years of development including consultation and assessment, National Grid is applying for consent to construct a new overhead line, broadly parallel to the existing overhead line, from Wylfa in north Anglesey to Braint in south Anglesey where the connection would be transferred to a tunnel under the Menai Strait. The other end of the tunnel would be located at Ty Fodol in Gwynedd, where the connection would be transferred on to an overhead line to the existing substation at Pentir, which would need to be extended.
- 1.1.3 The location of the Project is shown on **Figure 1.1**.

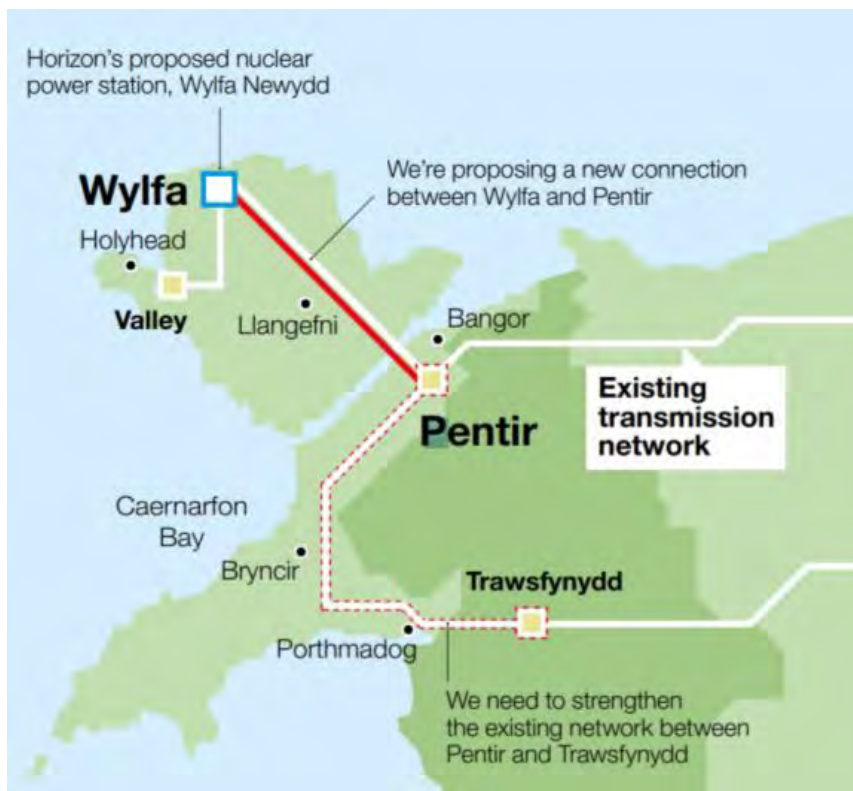


Figure 1.1: Location of the North Wales Connection Project

1.2 Purpose of the Report and Statutory and Policy Context

- 1.2.1 The North Wales Connection Project is a development that falls under the definition of a Nationally Significant Infrastructure Project, or NSIP, and therefore is subject to the process and requirements that are set out in the Planning Act 2008.
- 1.2.2 This report is National Grid's report on pre-application consultation for the proposed North Wales Connection Project (referred to as 'the Project'). This includes both statutory

consultation and non-statutory consultation (i.e. consultation undertaken in addition to that prescribed by the Planning Act 2008, referred to as ‘the Act’).

- 1.2.3 This document forms part of National Grid’s Development Consent Order (DCO) application for the North Wales Connection Project. It has been produced pursuant to section 37(3)(c) of the Act which requires all applications for a DCO to be accompanied by a report giving details of what has been done by the applicant in compliance with sections 42, 47 and 48 of the Act (pre-application consultation and publicity), any relevant responses received (as defined in section 49 of the Act), and the account the applicant has taken of any consultation responses. This report has been prepared for submission to the Planning Inspectorate to fulfil the requirements of the Act.
- 1.2.4 The purpose of this report is to demonstrate how National Grid has complied with its duties under the Act to consult upon and to publicise the proposed DCO application, and to take account of responses to consultation and publicity. Compliance with these duties is demonstrated at **Table 4.1**. This report also provides a detailed account of the pre-application consultation undertaken, matters raised during that consultation and National Grid’s responses to feedback received. Information about the respective consultation stages (statutory and non-statutory) are provided in chronological order.
- 1.2.5 In accordance with the Planning Inspectorate (PINs) Advice Note Fourteen: Compiling the Consultation Report (April 2010), this report includes:
- An account of the statutory consultation, publicity, deadlines set, and consultation activities undertaken under sections 42, 47 and 48 of the Act;
 - A summary of the consultation responses to the separate strands of consultation; and
 - The account taken of responses in developing the application from proposed to final form, as required by section 49(2).
- 1.2.6 Where relevant, the Consultation Report also explains how National Grid has complied with guidance issued by the Department for Communities and Local Government (DCLG) in undertaking its pre-application consultation. Compliance with such guidance is demonstrated in **Chapter 4** of this report.
- 1.2.7 The pre-application process has included three main stages of public consultation, two non-statutory and one statutory. The dates of these are listed below:
- Stage One (non-statutory): 3 October 2012 to 21 December 2012
 - Stage Two (non-statutory): 21 October 2015 to 16 December 2015
 - Stage Three (statutory): 5 October 2016 to 16 December 2016
- 1.2.8 **Table 1.1** provides a quick reference guide, summarising all the consultation activity and project announcements in chronological order. The consultation activity is outlined further in **Chapter 3** and explained in detail in **Chapters 5 to 7**.

Table 1.1: Consultation Activity and Announcements

Date	Consultation / Announcement	Outline of Purpose
October to December 2012	Non-statutory Stage One Consultation	To gather views on the preliminary preferred strategic option of an overhead line from Wylfa to Pentir, and the potential route corridors, together with any other information stakeholders and the public felt National Grid should be made aware of.
January 2015	Route corridor	Together with an update to the need case and

Date	Consultation / Announcement	Outline of Purpose
	announcement	strategic options report following changes to the proposed sources of energy generation in North Wales, this announcement confirmed that the connection was proposed to be made via an overhead line. The announcement also proposed the 'orange' route corridor as the preferred option for the route of the overhead line from Wylfa to Pentir, and proposed that the cables be placed underground at the Menai Strait.
October to December 2015	Non-statutory Stage Two Consultation	To consult upon route options for the overhead line between Wylfa and Pentir within the preferred 'orange' route corridor.
June 2016	Announcement on crossing the Menai Strait	To provide information on crossing techniques and the areas being considered for the infrastructure required to cross the Menai Strait, which included areas not being considered and therefore associated overhead line options discounted.
July 2016	Announcement of the preferred Route Option on Anglesey	Detailing the preferred Route Option for the overhead line from Wylfa to Ceint.
October to December 2016	Statutory Stage Three Consultation	<p>To consult on the detailed proposals including pylon locations, the location of the tunnel underneath the Menai Strait, proposed extensions to Wylfa and Pentir substations and associated infrastructure such as the tunnel head houses, sealing end compounds and construction compounds.</p> <p>Information was provided on all options considered throughout the development of the Project, so that people were able to comment on any aspect of the Project's development.</p>
April 2017 to July 2018	Additional section 42 consultation	Between April 2017 and July 2018 National Grid carried out 11 rounds of section 42 consultation with PILs. These additional rounds of consultation, which followed after the statutory Stage Three Consultation, were undertaken either in response to amendments made to the design resulting in additional PILs, or to consult new PILs identified through refreshes of the HM Land Registry. All newly identified PILs and those affected by amendments to the detailed design were consulted for 28 days under section 42 of the Planning Act via letter.
May to June	Focussed non-statutory consultation on some	The proposed routes for construction traffic were put forward as part of the statutory Stage

Date	Consultation / Announcement	Outline of Purpose
2017	amended construction traffic routes on Anglesey	Three Consultation. Isle of Anglesey County Council (IACC) provided feedback on the routes, suggesting some changes. These recommendations were considered alongside additional assessment work, and where applicable focussed non-statutory consultation was undertaken with residents along the routes affected by a change.
May to June 2018	Focussed non-statutory consultation on construction traffic routes in Gwynedd	Following further assessment, National Grid proposed minor amendments to the routes for traffic associated with construction of the access track to the Ty Fodol tunnel head house. This led to two additional sections of Fodolydd Lane being proposed for use by heavy goods vehicles for six months. A focussed non-statutory consultation was undertaken with residents along the route.

1.3 Compliance with requirements of statutory consultation

- 1.3.1 As noted above, National Grid has taken an iterative, phased approach to consultation.
- 1.3.2 Stage Three Consultation was a statutory consultation carried out pursuant to and in accordance with the Act. This report sets out how National Grid has complied with the requirements of the relevant sections of the Act, with **Table 1.2** providing a high level guide as to which Chapters detail compliance with which requirements of the Act.
- 1.3.3 In addition, an outline of National Grid's statutory Stage Three Consultation policy compliance under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (referred to as the 2009 EIA Regulations) is provided in **Table 1.3**.
- 1.3.4 Prior to the statutory Stage Three Consultation, two rounds of non-statutory consultation were undertaken. National Grid considered it appropriate for the Stage One and Stage Two Consultations to be carried out as non-statutory consultation due to the range of options being considered at those stages. As such, the requirements of the Act for a statutory period of consultation were not applicable to the Stage One and Stage Two Consultations, and the detail of what these stages of consultations involved is set out in **Chapters 5 and 6** of this report.

Table 1.2: An outline of National Grid's statutory Stage Three Consultation compliance under the Planning Act 2008

Relevant section of the Planning Act 2008	Demonstration of compliance	Where detail can be found in this report
Section 37	This Report draws together: a) an account of the statutory Stage Three Consultation, publicity, deadlines set, and community consultation activities undertaken by the applicant at	Chapter 7: Introduction to the statutory Stage Three Consultation Chapter 8: Section 42 Consultation with Prescribed

Relevant section of the Planning Act 2008	Demonstration of compliance	Where detail can be found in this report
	<p>the pre-application stage in compliance with sections 42, 47 and 48;</p> <p>b) a summary of appropriate details from responses to the separate strands of consultation; and</p> <p>c) the account taken of responses in developing the application from proposed to final form, as required by section 49(2).</p>	<p>Consultees, Statutory Undertakers and Local Authorities</p> <p>Chapter 9: Section 42 Consultation with Persons with an Interest in Land (PILs)</p> <p>Chapter 10: Section 47 - Statement of Community Consultation</p> <p>Chapter 11: Section 47 Consultation with the Local Community (including non-prescribed organisations)</p> <p>Chapter 12: Section 48 Statutory Publicity</p>
Sections 42, 43 and 44	<p>Consultation was undertaken with persons identified as prescribed consultees in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended), local authorities (as set out in section 43) and persons in the categories set out in section 44, referred to as Persons with an Interest in the Land (PILs).</p> <p>The land is not in Greater London; therefore the Greater London Authority was not consulted. The Marine Management Organisation was not consulted as the proposed development is not likely to affect any of the areas referred to in section 42(2).</p>	<p>Chapter 7: Introduction to the statutory Stage Three Consultation</p> <p>Chapter 8: Section 42 Consultation with Prescribed Consultees, Statutory Undertakers and Local Authorities</p> <p>Chapter 9: Section 42 Consultation with Persons with an Interest in Land (PILs)</p>
Section 45	<p>All consultees were notified of the deadline for receipt of consultation responses, which was 10 weeks after the start of the Stage Three Consultation, during which period all consultation documents were made available.</p>	<p>Chapter 7: Introduction to the statutory Stage Three Consultation</p> <p>Chapter 10: Section 47 - Statement of Community Consultation</p>
Section 46	<p>The Planning Inspectorate was provided with Section 42 (Stage Three) Consultation documents before commencement of that consultation.</p>	<p>Chapter 7: Introduction to the statutory Stage Three Consultation</p>
Section 47	<p>A statement of community consultation (SoCC) was prepared in consultation</p>	<p>Chapter 10: Section 47 - Statement of Community</p>

Relevant section of the Planning Act 2008	Demonstration of compliance	Where detail can be found in this report
	<p>with the relevant local authorities. The consultation period was at least 28 days. National Grid had regard to comments received in the preparation of the final SoCC. A summary of the local authorities' comments, and an explanation of how National Grid had regard to them, is provided in this report.</p> <p>A notice was published in a newspaper circulating in the vicinity of the land stating when and where the SoCC could be inspected. The notice explained the Project proposal, the dates for consultation, how feedback could be provided and details of locations where materials could be found, including on the Project website and at reference locations.</p> <p>The statutory Stage Three Consultation was carried out in accordance with the proposals set out in the SoCC.</p>	Consultation
Section 48	<p>Statutory publicity was undertaken in accordance with the manner prescribed in Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. A copy of the section 48 notice as it appeared in the local and national newspapers, the London Gazette, Lloyd's List and an appropriate fishing trade journal, together with a description of where the notice was published and confirmation of the time period given for responses is provided in this report. The section 48 notice was sent to the prescribed consultees at the same time as the notice was published.</p>	<p>Chapter 12: Section 48 Statutory Publicity</p> <p>Where feedback was received as a result of statutory publicity under section 48 of the Act, this feedback is documented and considered within Chapters 8, 9 and 11 as appropriate.</p>
Section 49	<p>National Grid, in deciding whether the application that it has actually made should be in the same terms as the application originally proposed, had regard to the views expressed in relevant responses by persons consulted under sections 42, 47 and 48 of the Act.</p>	<p>Chapter 8: Section 42 Consultation with Prescribed Consultees, Statutory Undertakers and Local Authorities</p> <p>Chapter 9: Section 42 Consultation with Persons with an Interest in Land (PILs)</p> <p>Chapter 11: Section 47</p>

Relevant section of the Planning Act 2008	Demonstration of compliance	Where detail can be found in this report
		Consultation with the Local Community (including non-prescribed organisations)
Section 50	National Grid had regard to the Department for Communities and Local Government (DCLG) guidance document: Planning Act 2008: Guidance on Pre-application Process (March 2015).	Chapter 4: Compliance with the Planning Act 2008 and Guidance Documents

- 1.3.5 Note that the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 are not applicable to the statutory consultation requirements of the Project as the 2009 EIA Regulations continue to apply to any application for an order granting development consent where before the commencement of the 2017 Regulations on 16th May 2017 the Secretary of State was requested to adopt a scoping opinion, which was the case for the Project on 23 May 2016 (see Regulation 37 of the 2017 Regulations).

Table 1.3: An outline of National Grid's statutory Stage Three Consultation compliance under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009

Relevant section of the 2009 EIA Regulations	Demonstration of compliance	Where detail can be found in this report
Regulation 10	<p>This Report explains the process undertaken to produce the Statement of Community Consultation (SoCC) and its content, including that the proposals constitute EIA development under the 2009 EIA Regulations (as amended), and therefore an environmental statement would be prepared alongside the DCO application.</p> <p>The SoCC also explained the purpose of the Preliminary Environmental Information Report (PEIR) and how the technical reports, including the PEIR, would be consulted upon. It detailed the publicity undertaken to ensure that the consultation (including the PEIR) was publicised.</p>	<p>Chapter 10: Section 47 - Statement of Community Consultation</p> <p>A copy of the SoCC is provided in Appendix 32.</p>
Regulation 11	The section 48 notice as published complies with the requirements of the 2009 EIA Regulations. Regulation 11 letters were issued to all Regulation 9 parties with a copy of the section 48 notice.	<p>Chapter 12: Section 48 Statutory Publicity</p> <p>Chapter 13: EIA Consultation and Engagement</p>

Relevant section of the 2009 EIA Regulations	Demonstration of compliance	Where detail can be found in this report
		A copy of the Regulation 11 letters and section 48 notice is contained in Appendices 17 and 21 respectively.

1.4 Background to National Grid

- 1.4.1 National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, connecting electricity from generating stations to local distribution companies. National Grid does not distribute electricity to individual premises, but its role in the wholesale market is fundamental to ensuring a reliable and quality supply to all.
- 1.4.2 National Grid's high voltage electricity system which operates at 400,000 (400 kV), 275,000 (275 kV) and 132,000 (132 kV) volts, is made up of approximately 14,176 kilometres of overhead line and 653 kilometres of underground transmission cable routes interconnecting over 300 substations.² Separate regional companies own and operate the electricity distribution networks that comprise overhead lines and cables at 132,000 (132 kV) volts and below. It is the role of these local distribution companies to distribute electricity to homes and businesses.
- 1.4.3 As the only company in England and Wales licensed to transmit electricity, National Grid has a statutory duty under the Electricity Act 1989 (the 1989 Act) to develop and maintain an efficient, co-ordinated and economical system of electrical transmission. National Grid also has a duty to facilitate competition in the supply and generation of electricity and must offer a connection to any proposed generator, major industry or network operator who wishes to generate electricity or requires a high voltage electricity supply.
- 1.4.4 Proposals for new electricity projects often involve transmission reinforcements remote from the generator site, such as new overhead lines, underground cables or new substations. In addition to providing a connection, there may also be a need to undertake works at an existing substation or substations to meet changing patterns of generation and supply.
- 1.4.5 Under section 38 and Schedule 9 of the 1989 Act, National Grid has a duty, when putting forward proposals for new development, to consider the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest, and of protecting sites, buildings and objects of architectural, historic or archaeological interest. National Grid has a further duty to do what it reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects. National Grid's 'Stakeholder, Community and Amenity Policy' (December 2016) sets out how it seeks to meet this obligation.

² National Grid: National Electricity Transmission System Performance Report 2016-2017: Report to the Gas and Electricity Markets Authority

1.5 National Grid’s Commitment to Engagement

1.5.1 Stakeholder and public involvement is an important component of the UK planning system and a legal requirement under the NSIP process. Legislation and government guidance seeks to ensure that the public, local communities, statutory and other consultees and interested parties have an opportunity to have their views taken into account throughout the planning process.

1.5.2 In bringing forward this Project, National Grid aims to ensure effective, inclusive and meaningful engagement with the local community, statutory and other consultees, and interested parties. National Grid’s commitment to engagement and meaningful consultation is reflected in its ‘Stakeholder, Community and Amenity Policy’ (December 2016) which incorporates National Grid’s Schedule 9 Electricity Act 1989 Statement relating to the preservation of amenity. It makes the following commitments to consultation when undertaking electricity works:

“We will promote genuine and meaningful stakeholder engagement. We will meet and, where appropriate, exceed the statutory requirements for consultation or engagement.

We will adopt the following principles to help us meet this commitment and

- a) seek to identify and understand the views and opinions of all the stakeholders and communities affected by our works;*
- b) provide opportunities for engagement from the early stages of the process, where options and alternatives are being considered and there is the greatest scope to influence the design of the works;*
- c) endeavour to enable constructive debate to take place, creating open and two-way communication processes;*
- d) ensure that benefits, constraints and adverse impacts of proposed works are communicated openly for meaningful stakeholder and community comment and discussion. We will be clear about any aspects of the works that cannot be altered;*
- e) utilise appropriate methods and effort in engaging stakeholders and communities, proportionate to the scale and impact of the works;*
- f) provide feedback on how views expressed have been considered and the outcomes of any engagement process or activity.”*

1.5.3 Further information on how National Grid consults stakeholders and communities and listens to feedback in order to inform decision making is set out in National Grid’s document ‘Our approach to the design and routeing of new electricity transmission lines’ (2012).

1.6 Structure of the Report

1.6.1 This report is divided into four Parts, comprising 15 Chapters in total which largely follow the suggested content and overarching structure set out within the Planning Inspectorate’s Advice Note Fourteen: Compiling the consultation report (April 2012).

1.6.2 **Part A: Chapters 1 to 3** are intended to set the scene and provide an overview and narrative of the entire pre-application stage for the Project; **Chapter 4** demonstrates compliance with the relevant legislation and guidance documents.

1.6.3 **Part B: Chapters 5 and 6** provide more detail on the non-statutory stages of consultation – Stage One and Stage Two, including a summary of the feedback received and how National Grid took account of the comments made.

1.6.4 **Part C: Chapters 7 to 14** provide details of the statutory Stage Three Consultation undertaken in Autumn 2016, the feedback received and how National Grid took account of the comments made. This part of the report also describes consultation activities

undertaken after the close of the Stage Three Consultation, prior to submission of the application for consent.

1.6.5 **Part D: Chapter 15** summarises the report.

1.6.6 Each chapter commences with a brief summary of the content and structure of that specific chapter. Within each chapter there are headings and sub-headings to clearly set out the information presented. To aid the reader, a summary of the content of each chapter of this report is provided in **Table 1.4**.

Table 1.4: Summary of the content of each chapter of this report

Chapter title	Summary of Chapter Content
Part A: Introduction, Project Background and Compliance	
Chapter 1: Introduction	Chapter 1 sets out the purpose of the report and the statutory and policy context. This is followed by a brief overview of the background to National Grid and National Grid's commitment to engagement. Chapter 1 concludes with an explanation of the structure of the Consultation Report.
Chapter 2: Introduction to the Project	Chapter 2 summarises the need for the Project, followed by the Project history and development. The chapter concludes with a description of the proposed development for which the DCO application has been submitted.
Chapter 3: Overview of consultation and wider stakeholder engagement	This chapter provides an overview of consultation undertaken, including a summary of the non-statutory Stage One and Stage Two rounds of public consultation, and statutory Stage Three Consultation. The chapter also explains how feedback received during the Stage One, Two and Three Consultations was logged, analysed and reported.
Chapter 4: Compliance with the Planning Act 2008 and guidance documents	Chapter 4 sets out how the Consultation Report is in compliance with the Planning Act 2008, the Department for Communities and Local Government guidance document: Planning Act 2008: Guidance on Pre-application Process (March 2015), and the Planning Inspectorate's Advice Note Fourteen: Compiling the Consultation Report (April 2012).
Part B: Non-statutory Pre-application Consultation (Stages One and Two)	
Chapter 5: Non-Statutory Stage One Consultation	Chapter 5 commences by explaining the work undertaken in preparation for the Stage One Consultation, including the development of a Consultation Strategy. The chapter goes on to detail the activities carried out as part of the Stage One Consultation, an overview of the main themes arising from consultation feedback, together with National Grid's response. The main changes made as a result of feedback in response to the Stage One Consultation are explained. Finally, the chapter describes the Project development between Stage One and Stage Two Consultations, summarises feedback received during this period, and explains how National Grid responded to and took account of feedback received.
Chapter 6: Non-Statutory Stage Two	Chapter 6 sets out the work undertaken in preparation for the Stage Two Consultation, including the development of a

Chapter title	Summary of Chapter Content
Consultation	Consultation Strategy. The chapter goes on to detail the activities undertaken, provide an overview of the main themes arising from consultation feedback and summarise National Grid's response following the Stage Two Consultation. The main changes made as a result of feedback in response to the Stage Two Consultation are explained. Finally, the chapter describes the Project development between Stage Two and Stage Three Consultations, summarises feedback received during this period, and explains how National Grid responded to and took account of feedback received.
Part C: Statutory Pre-application Consultation (Stage Three)	
Chapter 7: Introduction to the Statutory Stage Three Consultation	Chapter 7 commences by explaining the activities undertaken in preparation for the Stage Three Consultation. The chapter goes on to provide an overview of how the requirements contained in sections 42 to 49 of the Act were met, introducing the materials and activities undertaken for the Stage Three Consultation, and signposting the detail provided in subsequent chapter. The Stage Three Consultation process is explained in detail, including how feedback was documented once received.
Chapter 8: Section 42 Consultation with Prescribed Consultees, Statutory Undertakers and Local Authorities	Chapter 8 describes how the prescribed consultees were identified, including statutory undertakers and category A and B local authorities (identified under section 43 of the Act). The chapter then provides a summary of the responses received and an explanation of how National Grid responded to and took account of the feedback received.
Chapter 9: Section 42 Consultation with Persons with an Interest in Land (PILs)	Chapter 9 explains the nature of the ongoing engagement with PILs and describes where and how consultation feedback from PILs during and following the Stage Three Consultation has been taken in to account. An explanation and cross-reference to the Statement of Reasons is also provided.
Chapter 10: Section 47 - Statement of Community Consultation	Chapter 10 explains how the Statement of Community Consultation (SoCC) was developed in consultation with the local authorities, and made available for the public. This chapter describes the requirements contained in the SoCC and how National Grid carried out consultation in accordance with the SoCC during the Stage Three Consultation.
Chapter 11: Section 47 Consultation with the Local Community (including non-prescribed organisations)	Chapter 11 describes feedback received to the Stage Three Consultation from members of the public and non-prescribed organisations. The chapter details how National Grid took the comments made into account and how they informed the development of the Project.
Chapter 12: Section 48 Statutory Publicity	Chapter 12 sets out how National Grid has complied with the requirements of section 48 of the Act, and signposts to where details are provided on how consultation material was made

Chapter title	Summary of Chapter Content
	accessible during the Stage Three Consultation. Where feedback was received as a result of statutory publicity under section 48 of the Act, this feedback is documented and considered within Chapters 8, 9 and 11 as appropriate.
Chapter 13: EIA Consultation	Chapter 13 addresses consultation undertaken and meetings with prescribed consultees in relation to the Environmental Impact Assessment (EIA), including the EIA scoping process and the approach to the PEIR.
Chapter 14: Summary of Consultation, Engagement and Responses Received post Stage Three Consultation	Chapter 14 describes the work undertaken to keep members of the public informed after the close of Stage Three Consultation, and additional non-statutory, focussed consultation. Details are provided on feedback received and how National Grid has had regard to the comments made.
Part D: Summary	
Chapter 15 Summary	Chapter 15 summaries the Consultation Report.

1.7 Comments on the structure adopted in the Report

- 1.7.1 **Chapters 8, 9 and 11** summarise feedback received during the Stage Three Consultation from the different categories of consultee set out in the Act, together with an explanation of how National Grid took the comments made into account and how they influenced the development of the Project:
- Chapter 8 details feedback from Prescribed Consultees, Statutory Undertakers and Local Authorities under section 42 of the Act.
 - Chapter 9 details feedback from Persons with an Interest in Land (PILs) under section 42 of the Act.
 - Chapter 11 details feedback from the Local Community and non-prescribed organisations under section 47 of the Act.
- 1.7.2 Where feedback was received as a result of statutory publicity under section 48 of the Act, this feedback is documented and considered within Chapters 8, 9 and 11 as appropriate.
- 1.7.3 **Chapter 8** contains a series of tables, one for each of the Prescribed Consultees, Statutory Undertakers and Local Authorities. These tables summarise the responses using common themes and sub-themes which arose across consultation feedback. The approach to logging, analysing and reporting the consultation feedback is detailed further in **Section 3.14** of this report.
- 1.7.4 Whilst it was considered appropriate to present feedback from the Prescribed Consultees, Statutory Undertakers and Local Authorities using detailed tables, a different approach was adopted to present feedback from PILs and members of the public due to the number of respondents and common themes arising from feedback. As such **Chapters 9 and 11** summarise feedback under themes and sub-themes, setting out a summary of the consultation feedback received in relation to that topic, issue or concern, followed by National Grid's explanation of how that feedback was taken in to account.

- 1.7.5 **Chapter 9** also contains two tables detailing how National Grid had regard to specific changes to the Project proposed by PILs during and subsequent to the Stage Three Consultation. **Table 9.1** summarises the feedback received from individual PILs during the Stage Three Consultation and confirms where these changes have been adopted. **Table 9.3** provides a summary of the suggestions made by PILs subsequent to the Stage Three Consultation and explains how National Grid took account of the comments made.
- 1.7.6 **Chapter 11** contains feedback from non-prescribed organisations as well as members of the public. The responses from the organisations are presented in the same style as the prescribed consultees, statutory undertakers and local authorities in Chapter 8, in a series of tables.
- 1.7.7 **Section 3.14** of the report describes the different approaches to summarising feedback in further detail.
- 1.7.8 To reduce repetition within this report, where relevant, other supporting reports and Project documentation that contain further detail about the development of the Project have been referenced. A list of all the supporting documentation and where readers can find each item is set out in the **Contents Section** of this report.

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2. INTRODUCTION TO THE PROJECT

2.1 Introduction

- 2.1.1 This chapter summarises the background to the proposals, including the need for new energy generation and the associated connections to the national electricity transmission network. A summary of the proposed development is also provided.

2.2 Project Need

- 2.2.1 Wales and the rest of the UK need new secure and reliable energy supplies while at the same time tackling climate change. This means a large investment in new low carbon power sources. This new energy needs to be able to get to the homes and businesses that need it throughout Wales and the UK, via the national electricity transmission network.
- 2.2.2 A new electricity connection to the mainland transmission system is needed to allow the export of power from a new nuclear power station proposed by Horizon to be built at Wylfa, on the Isle of Anglesey. Transmission of electricity in Great Britain requires permission by a licence granted under Section 6(1)(b) of the Electricity Act 1989. National Grid has been granted a transmission licence and is therefore bound by the legal obligations it sets out, including a statutory duty to develop and maintain an efficient, co-ordinated and economical system of electricity transmission. National Grid has a duty to offer a connection agreement to customers such as Horizon. Through this mechanism, National Grid is contracted to connect the new Wylfa Newydd Power Station to the transmission system in North Wales in the mid-2020s. The existing overhead line between Wylfa and the mainland cannot be securely used to carry all the electricity that is planned to be generated, therefore National Grid needs to build a new, second connection.
- 2.2.3 National Grid has provided a Project Need Case document at each stage of consultation, and an updated Project Need Case report has been provided as part of the DCO application (**Document 7.1**).

2.3 National Grid Options Appraisal Process

- 2.3.1 This section outlines National Grid's approach to the design and routeing of new electricity lines, and the associated options appraisal work undertaken. This approach is used to guide the development of new electricity transmission lines and has been provided by way of background to the work undertaken on the North Wales Connection Project.
- 2.3.2 In August 2012, National Grid published its Approach to the Design and Routeing of New Electricity Transmission Lines which states:
- “Whether the preferred route corridor is predominately overhead, underground or sub-sea, detailed survey and assessment work is carried out to find the alignment of the transmission line which best satisfies all of our obligations and the needs of stakeholders. In doing this we seek to avoid as far as possible any impacts on people, settlements, and environmentally sensitive areas. We continue to refine the route alignment to minimise any visual and other environmental impacts, in consultation with stakeholders and communities.”*
- 2.3.3 The approach to the routeing of new electricity transmission lines is summarised in **Figure 2.1** and is used as guidance for all of National Grid's project teams and also provided to stakeholders to provide a transparent and clear understanding of how National Grid designs its transmission lines to meet its statutory obligations.



Figure 2.1: National Grid Design and Routeing Process

2.3.4 The design and routeing of new transmission lines is also informed by the results of consultation and experience of major transmission infrastructure projects. The approach complies with the requirements of the Electricity Act 1989 and National Policy Statements EN-1 and EN-5 as well as the principles of the Holford Rules which provide guidance on the routeing of overhead lines.

2.3.5 A summary of the five stages of the design and routeing process, as set out in the Approach to the Design and Routeing of New Electricity Transmission Lines is provided below.

Stage 1 – Strategic Options

2.3.6 In responding to a request for a connection and preparing a need case for a new electricity transmission line, National Grid seek to:

- determine whether the existing network can accommodate the customer or capacity needs economically and efficiently before considering new build solutions;
- consider alternatives to meet the need e.g. adjusting arrangements with the generator or considering different approaches to operating the network; or
- consider investment in new equipment to optimise the use of the existing network.

2.3.7 Where new infrastructure is required, National Grid consider the ways in which this could be achieved, this approach might include:

- different technologies such as underground cables, gas-insulated lines, overhead lines or subsea high voltage direct current (HVDC) cables;
- different geographical connection points; or
- a combination of the two.

- 2.3.8 All strategic options are subject to a technical compliance filter to ensure that the options would work on the network and address the technical need identified. This filtering process takes place prior to options being presented to stakeholders. Options are then subject to appraisal to analyse their relative costs, effects and benefits. As part of this process, National Grid consider environmental, socio-economic and technical issues alongside a capital and lifetime cost for each strategic option. This appraisal is informed by feedback from consultation and subsequently back-checked as the project evolves.
- 2.3.9 Following this options appraisal work a preferred option or options are taken forward for further assessment and design work. This may involve a choice of technology or the identification of connection points, with further development of the technology at Stage 2. Where a largely overhead route is preferred, there would be a continuing process of appraisal and consultation throughout Stages 2 and 3 which would consider the ways to mitigate the impact of a proposed route. At this stage, National Grid may also look for opportunities to remove existing infrastructure to reduce the overall 'wirescape'.
- 2.3.10 The guidance identifies that National Grid may promote a sub-sea or predominately underground strategic option where there are very significant constraints relating to landscape or visual issues which would conflict with National Planning Policy. Such constraints could include: locations with physical difficulties in constructing an overhead line or the presence of highly valued landscapes such as National Parks or Areas of Outstanding Natural Beauty (AONBs).

Stage 2 – Outline Routeing and Siting

- 2.3.11 At Stage 2, routeing studies are carried out to identify broad potential corridors for the new transmission route for the strategic option(s) which National Grid would consider. Siting studies are also carried out to identify suitable locations for required infrastructure, such as construction compounds and operational compounds.
- 2.3.12 When routeing overhead lines, National Grid apply the Holford Rules and start to consider the types of mitigation that could offset any landscape or visual effects.
- 2.3.13 Where the use of underground cables is proposed, this would necessitate the construction of cable sealing end compounds (which enable the transition from underground cable to overhead line). The siting of infrastructure also requires careful consideration in accordance with the substation siting guidelines.
- 2.3.14 Route corridor options are then subject to consultation with National Grid's core stakeholders followed by further options appraisal, used to determine the environmental, socio-economic, technical and cost implications associated with different route options.
- 2.3.15 At this stage, public consultation is undertaken to seek views both on the preferred strategic option and identified potential route corridors. Following this period of consultation, National Grid produce a feedback report which identifies all of the comments received and how they have been taken into account. The results of the consultations together with all of the studies carried out are used to identify the preferred route corridor (or corridors).

Stage 3 – Detailed Routeing and Siting

- 2.3.16 Whether the preferred route corridor identified in Stage 2 was identified to accommodate an overhead line, underground or sub-sea cable, there would continue to be a process of appraisal and consultation throughout Stage 3. This additional appraisal work would involve detailed design, survey and assessment work to determine the alignment of the transmission line which would best satisfy National Grid's obligations and the needs of stakeholders. In undertaking this, National Grid would seek to avoid as far as possible any impacts on people, settlements, and environmentally sensitive areas.

2.3.17 National Grid would continue to apply the Holford Rules and engage with stakeholders, thematic groups and communities during the development of a proposed detailed alignment.

Stage 4 – The Proposed Application

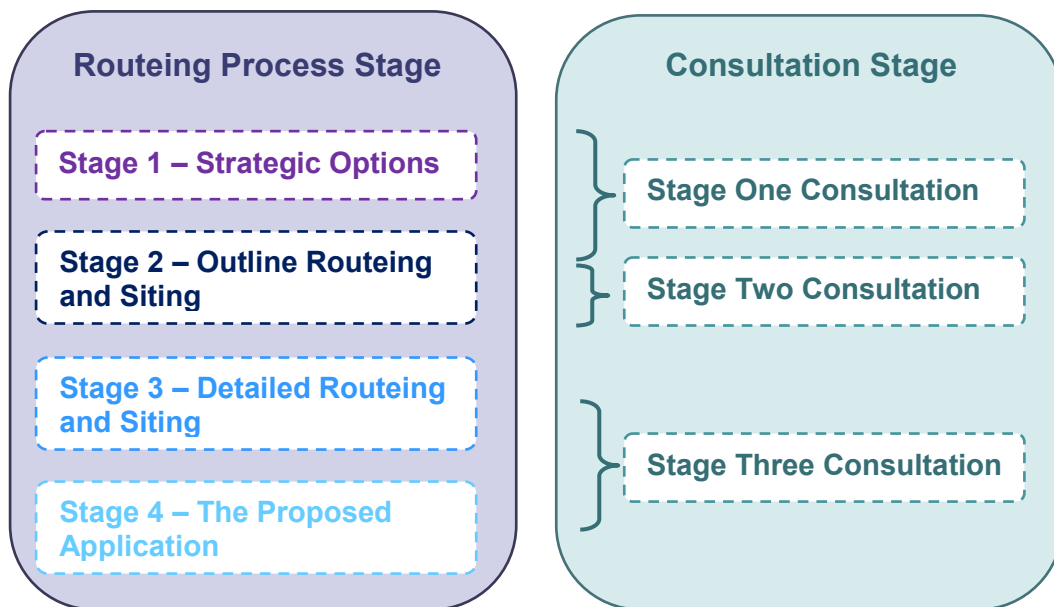
2.3.18 Public consultation on the proposed application would be carried out in accordance with Sections 42, 47 and 48 of the Planning Act 2008. At the close of the consultation period, National Grid would review the proposals and makes any necessary amendments in light of the consultation responses that had been received.

Stage 5 – Application for Development Consent

2.3.19 Once the outcomes of consultation have been assessed and any appropriate amendments are made to the proposals, an application for development consent would be submitted to the Planning Inspectorate.

Summary

2.3.20 The approach outlined above has been adopted by National Grid to inform the routing and site selection of the North Wales Connection Project in an iterative manner which has considered the physical context and features along the route corridors and responded to consultation feedback where appropriate. The stages of the routing process, broadly align with the stages of consultation undertaken on the Project:



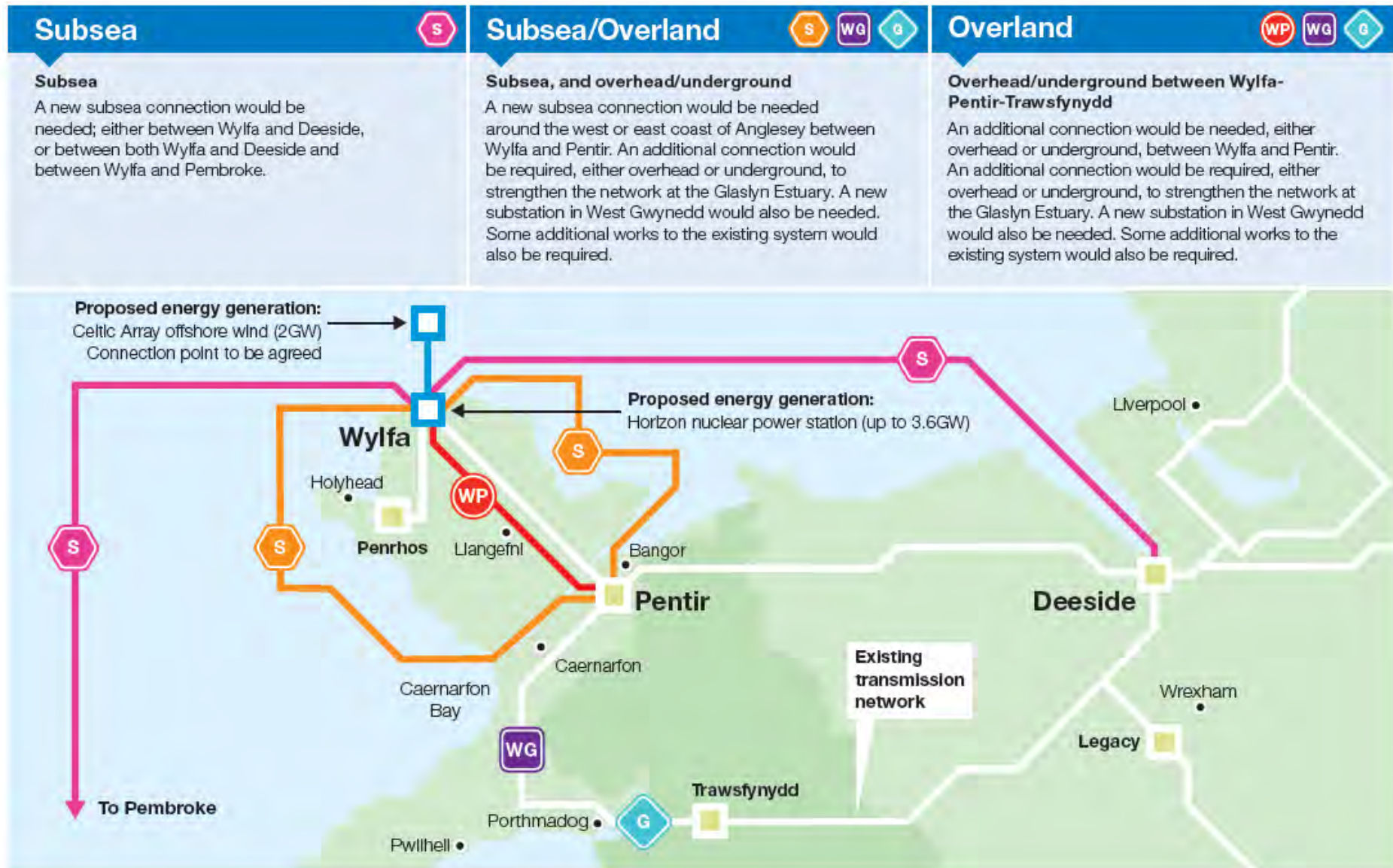
2.4 Project Development

2.4.1 As the North Wales Connection Project is a Nationally Significant Infrastructure Project (or NSIP), National Grid need to submit an application for development consent to the Secretary of State for Business, Energy and Industrial Strategy via the Planning Inspectorate. The application will be for a Development Consent Order (DCO) under the Planning Act 2008. The pre-application process is a significant component of the DCO process. It involves the development of a scheme that has been tested and subjected to review, consultation and environmental assessment so that, when a DCO application is submitted, the scheme represents the appropriate balance of environmental, socio-economic, cost and technical factors, taking account of consultation feedback through statutory and non-statutory routes. It also includes surveys, environmental assessments and the preparation of all DCO application documents.

- 2.4.2 The first stage of the Project development was to consider strategic options for connecting new sources of generation planned to the transmission system in a secure and reliable way. These included potential subsea and onshore connections. The outcome of the assessment was the identification of an overland connection across Anglesey as the preliminary preferred strategic option. Further work was undertaken to identify potential route corridors for the overland connection.
- 2.4.3 In 2012, National Grid commenced the public pre-application consultation process for this Project, inviting comments on strategic options, including a preliminary preferred strategic option, and potential route corridors, through the Stage One Consultation.
- 2.4.4 **Figure 2.2** is an extract from Project News (Autumn 2012) that was circulated to households as part of the Stage One Consultation. It sets out the different strategic connection options that were assessed and consulted upon.

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Figure 2.2: Strategic connection options assessed – an extract from the Autumn 2012 Project News



- 2.4.5 In January 2015, National Grid confirmed that the strategic option of an overhead line was being progressed, and announced a preferred route corridor for the development between the existing substation at Wylfa and the existing National Grid substation at Pentir, south-west of Bangor, in Gwynedd. Known as the orange route corridor, the preferred route corridor broadly follows the route of the existing 400 kilovolt (kV) overhead line between the two sites. The new connection is in addition to the existing overhead line, which needs to be retained. At the same time, National Grid stated that overhead lines would not be used to cross the Anglesey Area of Outstanding Natural Beauty (AONB) and the Menai Strait. These decisions were based upon the consultation feedback received and appraisal work recorded in the Wylfa to Pentir Preferred Route Corridor Selection Report (2015) (**Document 9.2**). The Strategic Options Report (2015) (**Document 9.8.2**) explained in more detail why National Grid chose to progress with an overhead line connection and undergrounding at the Menai Strait.
- 2.4.6 **Figure 2.3** is an extract from the Project News that was circulated to households as part of the January 2015 Project announcement. It shows the location of the preferred Orange route corridor and the existing overhead line between Wylfa substation and Pentir which needs to be retained.
- 2.4.7 Subsequently, National Grid identified potential route options for a new overhead line within the preferred orange route corridor. The route options ran between the Wylfa substation and the sealing end compound search areas on Anglesey and from the Pentir substation to the sealing end compound search areas in Gwynedd. Sealing end compounds are required to transfer the overhead line to an underground cable on either side of the Menai Strait. The design of these route options was informed by a range of environmental, socio-economic, technical and cost considerations identified through data gathering and site visits, together with consultation feedback. Route options were presented at the non-statutory Stage Two Consultation in Autumn 2015, together with the search areas for the sealing end compounds. Further information on the selection of the route options and search areas can be found in the Wylfa-Pentir Route Options Report (2015).
- 2.4.8 **Figure 2.4** contains extracts from the Project Overview document (Autumn 2015) that was available as part of the Stage Two Consultation. It sets out the different route options that were consulted upon, which were divided in to five colour coded sections for ease of reference and identification by the public: Sections one to five.
- 2.4.9 Following the close of the Stage Two Consultation in December 2015, consultation feedback, further technical assessments and policy review informed the decision making process for selection of the preferred route option for the overhead line. At the same time, further work was undertaken looking at the options for crossing the Menai Strait, using additional engineering information and consultation feedback to refine the options.
- 2.4.10 A public newsletter was published in June 2016, updating people on National Grid's progress in solving the complex engineering challenge of crossing the Menai Strait. The Project News (June 2016) provided detail on the two crossing techniques being considered – tunnelling and horizontal directional drilling – and explained the areas for the two required sealing end compounds that had been discounted, alongside the associated overhead line routes. **Figure 2.5** is an extract from the Project News (June 2016) that was circulated to households, showing the Menai Strait crossing options that were being considered.

Figure 2.3: Location of the preferred ‘orange’ route corridor – an extract from the January 2015 Project News

Identifying a preferred route corridor

At our first stage of consultation we presented four route corridor options within which we could make the new connection. We also showed a number of points where a connection could cross the Menai Strait and continue on to our substation at Pentir, Gwynedd.

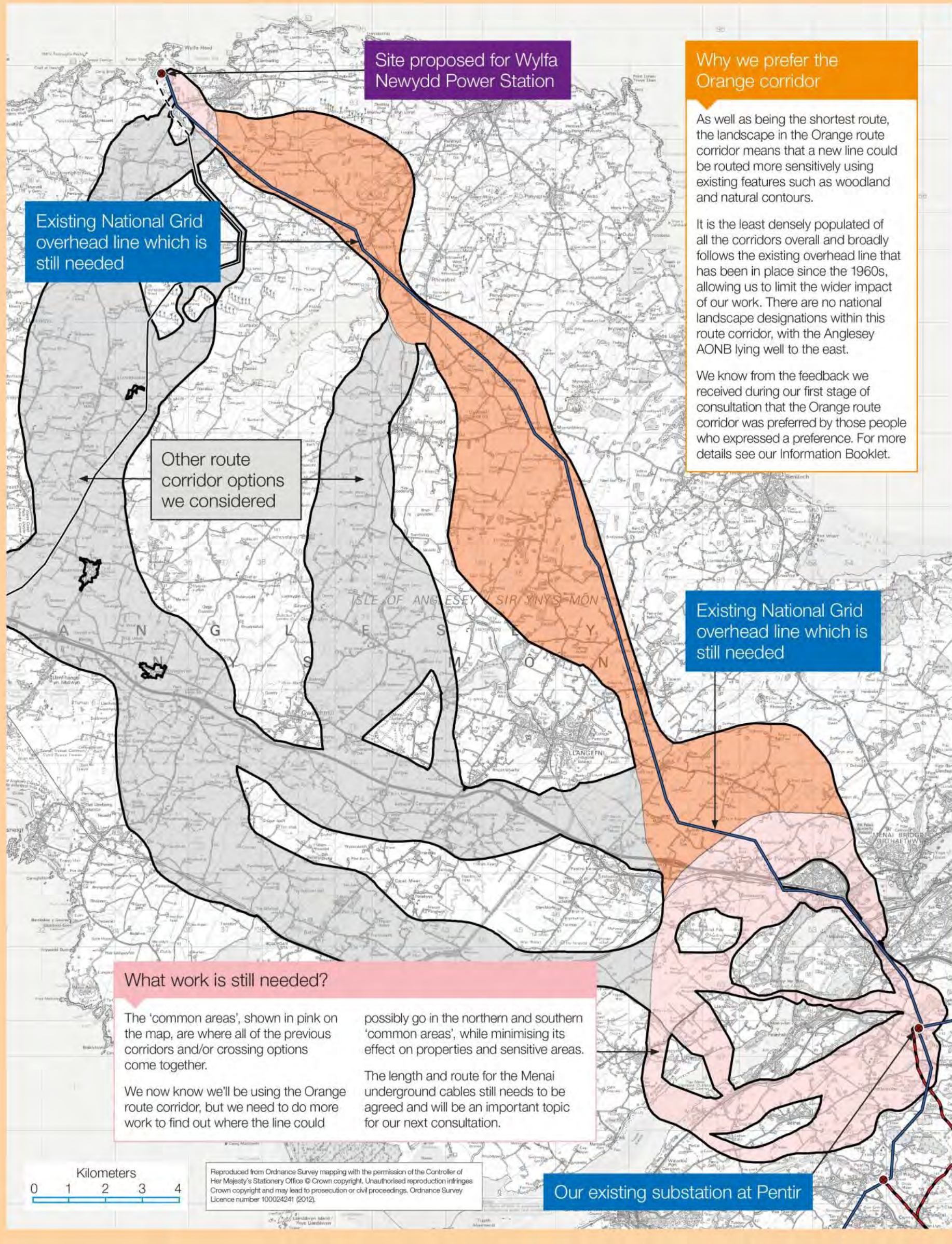
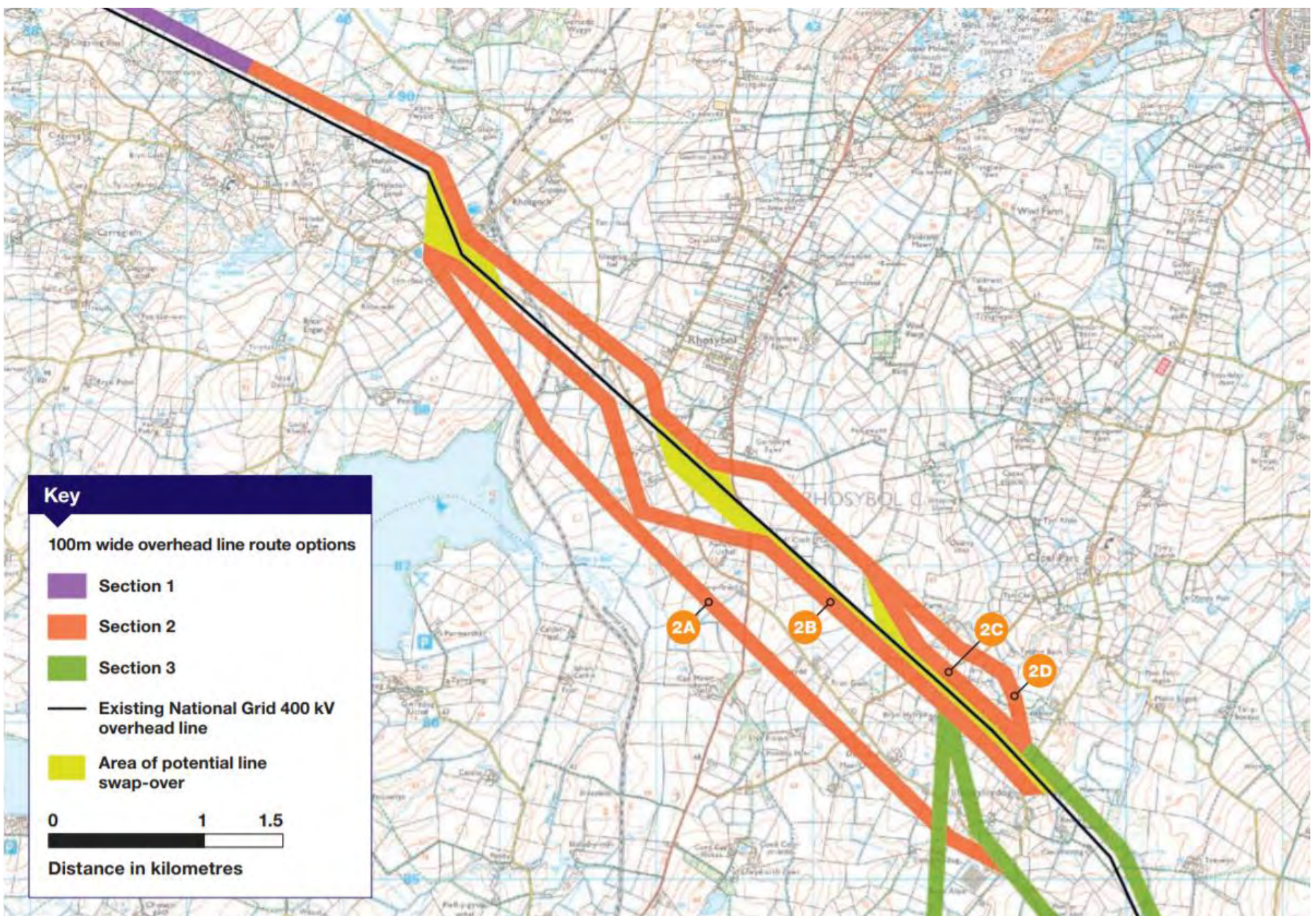
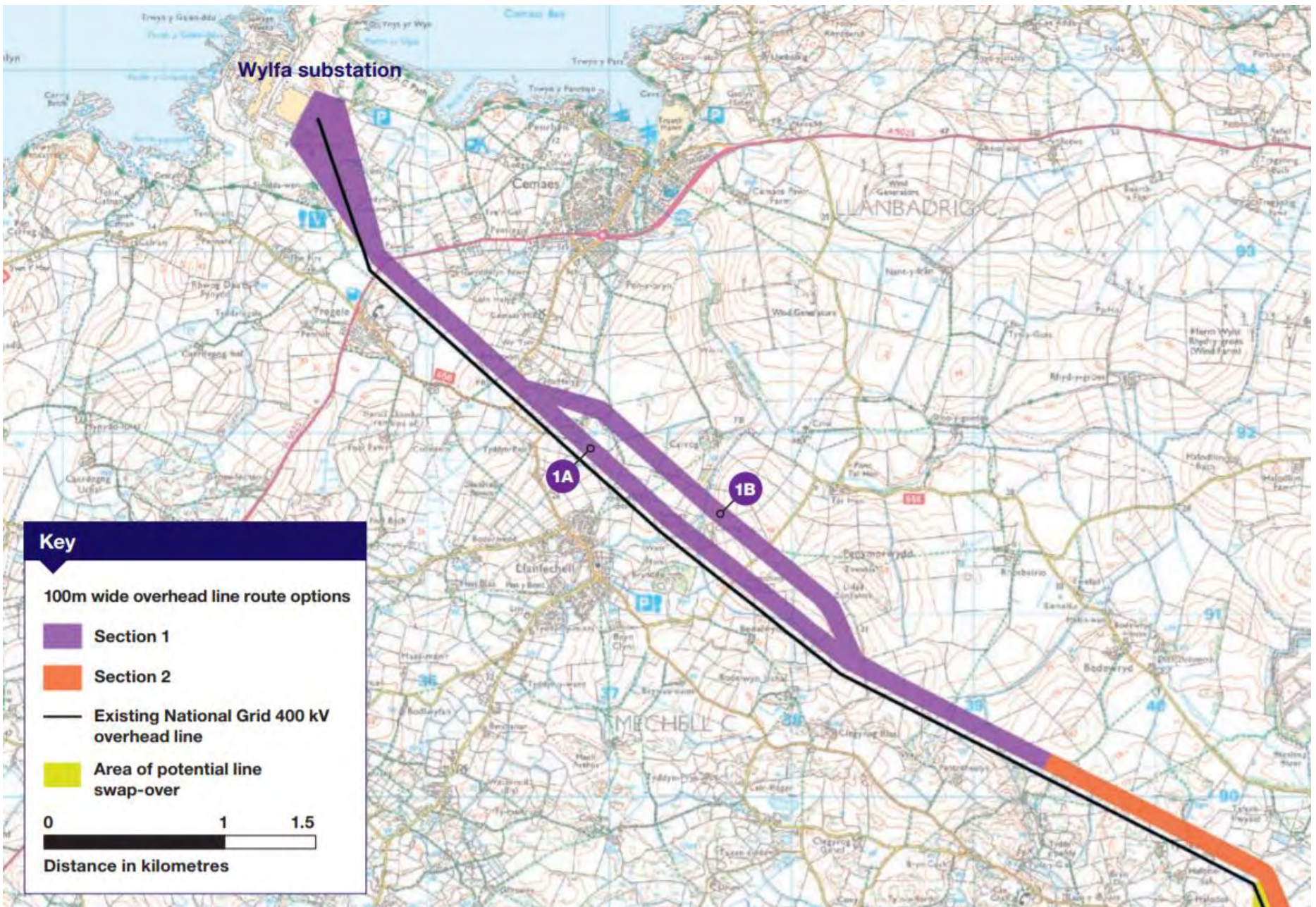
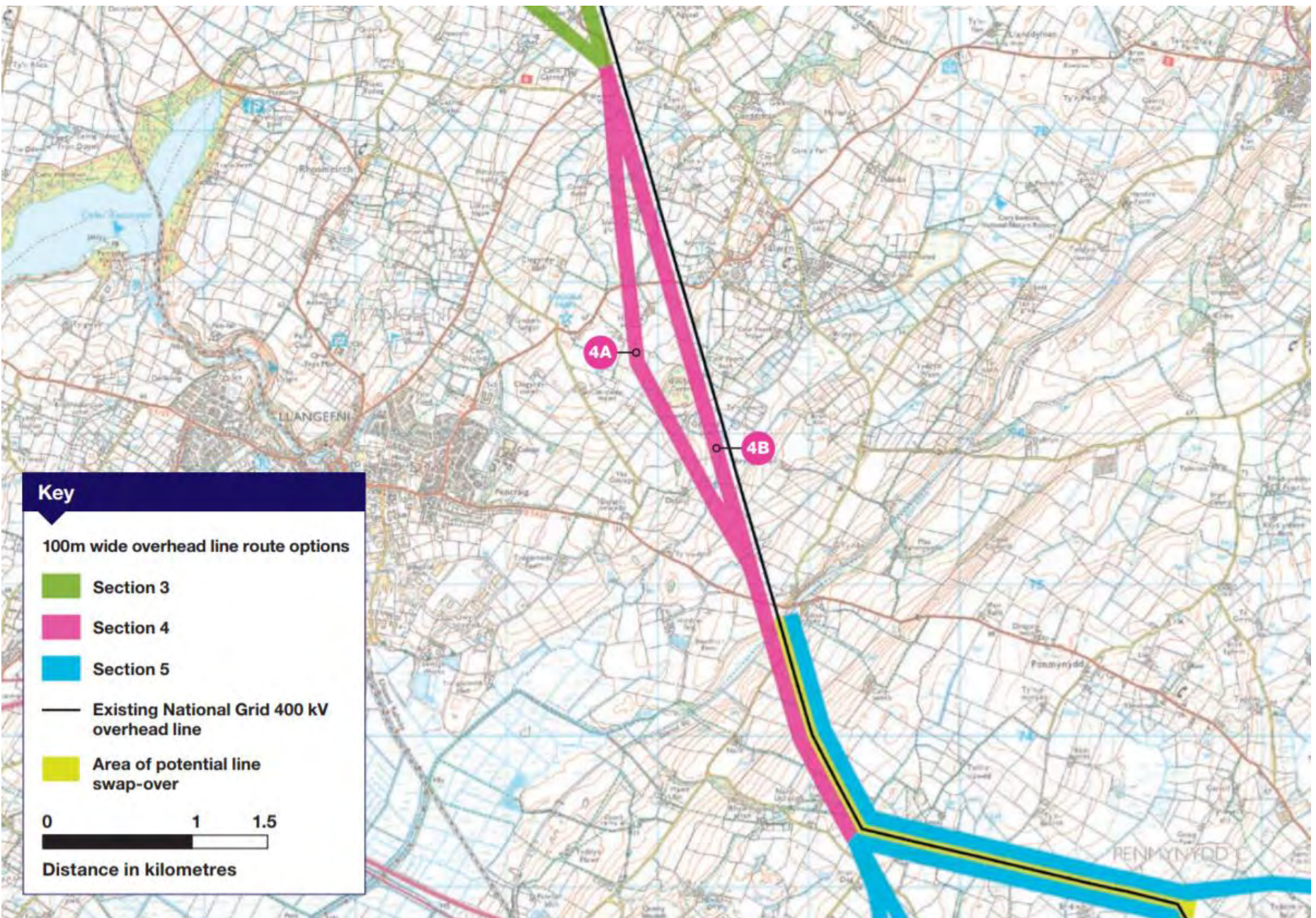
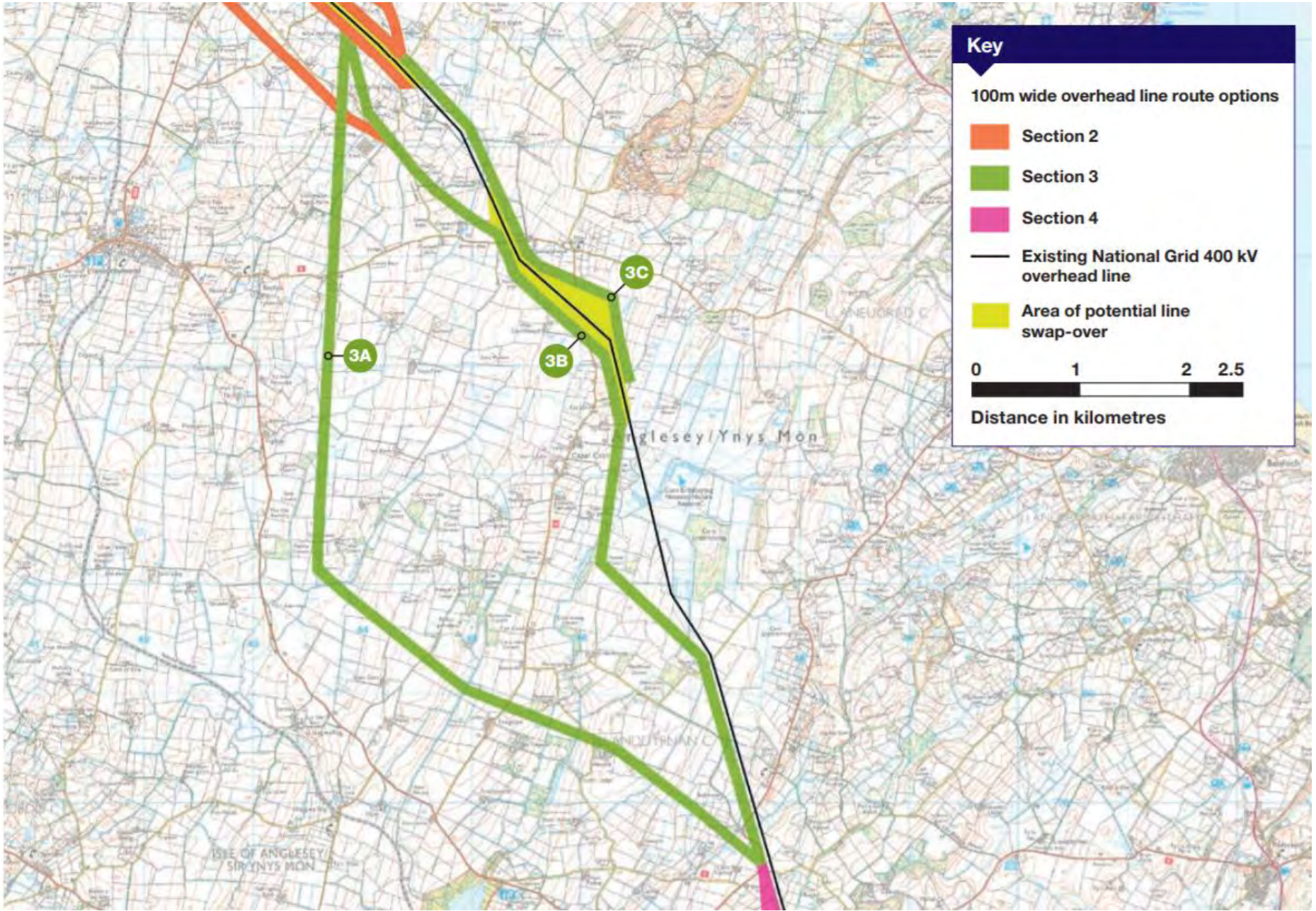


Figure 2.4: Route options presented at Stage Two Consultation – extracts from the Autumn 2015 Project Overview Document





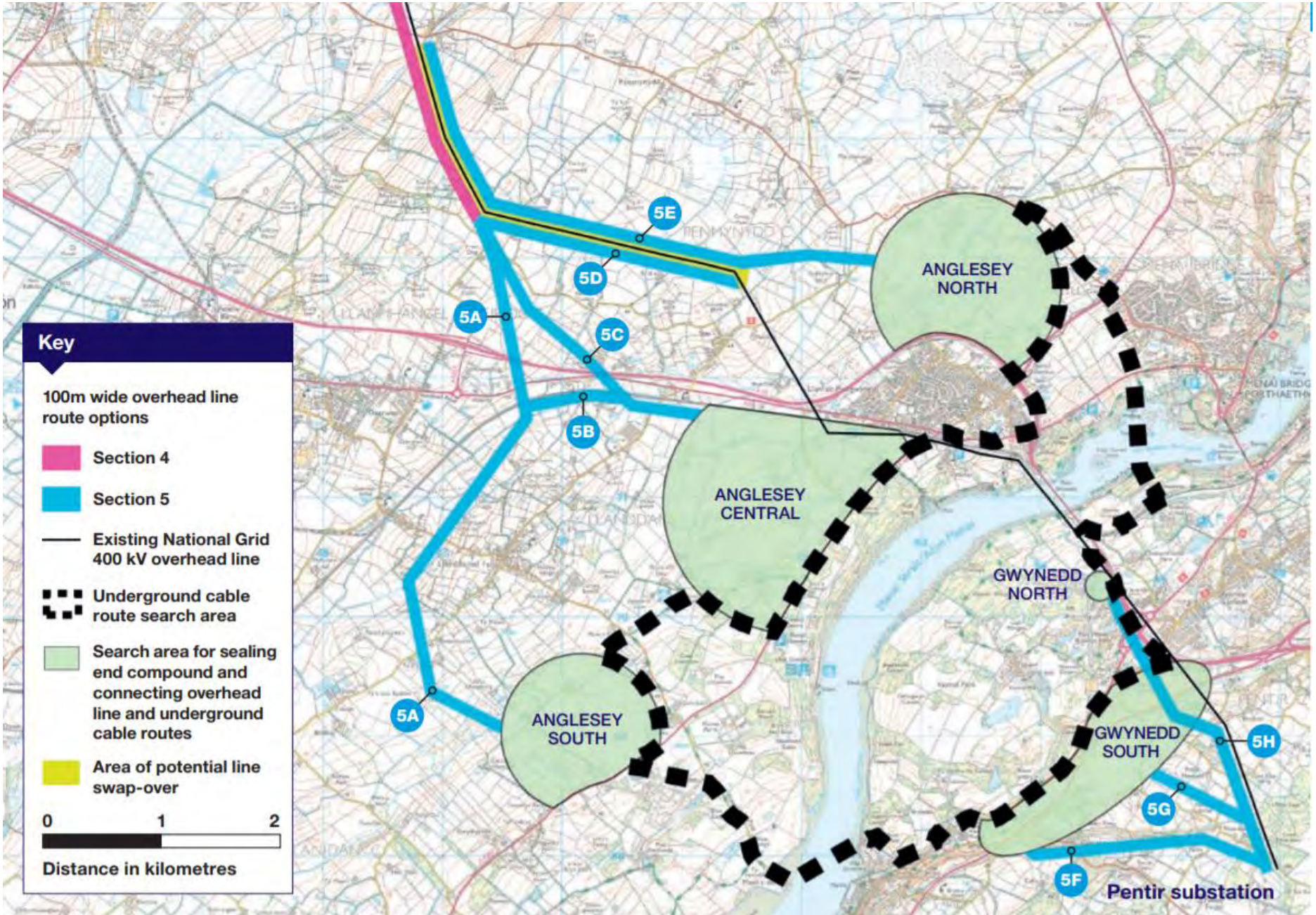
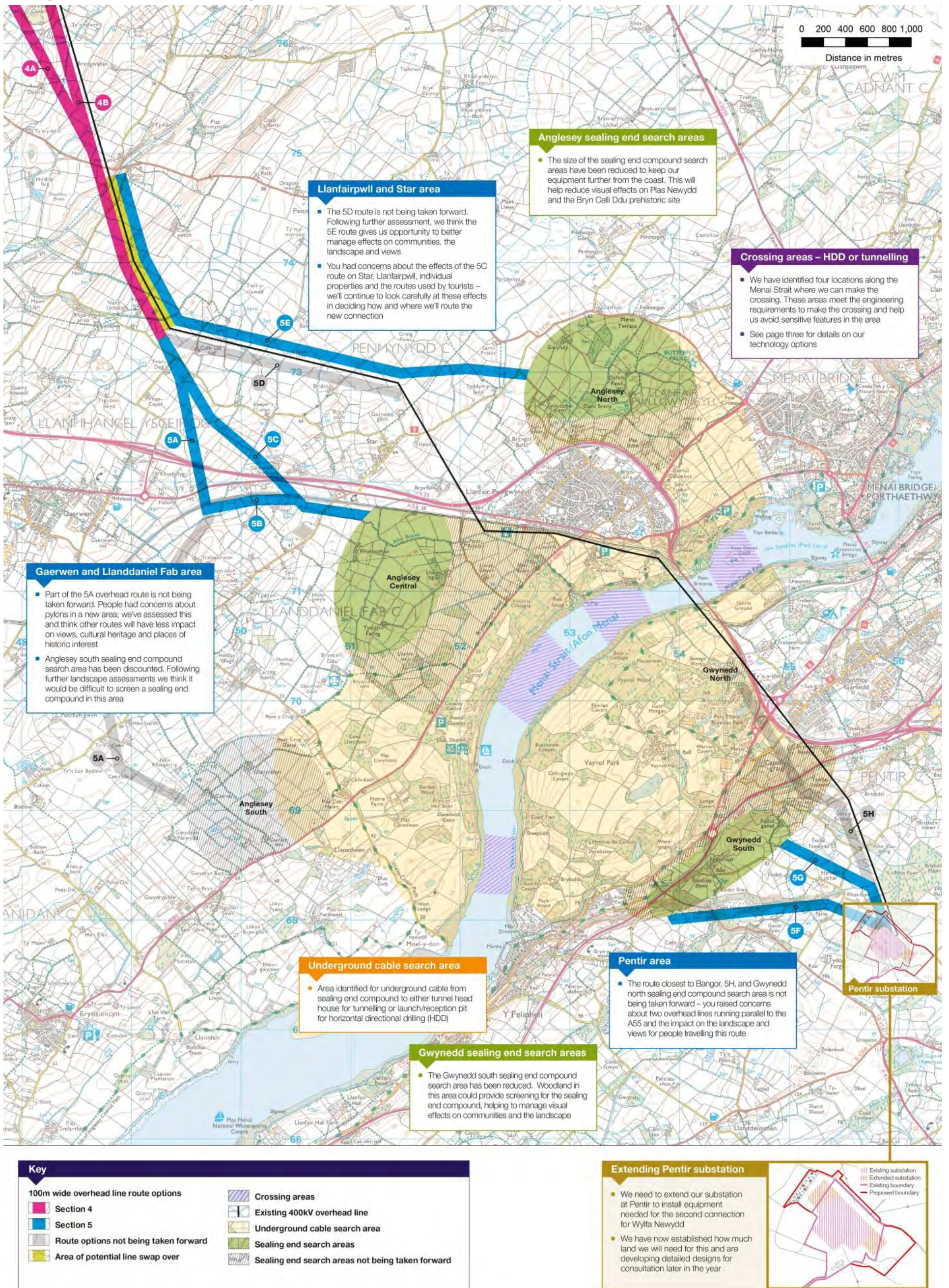


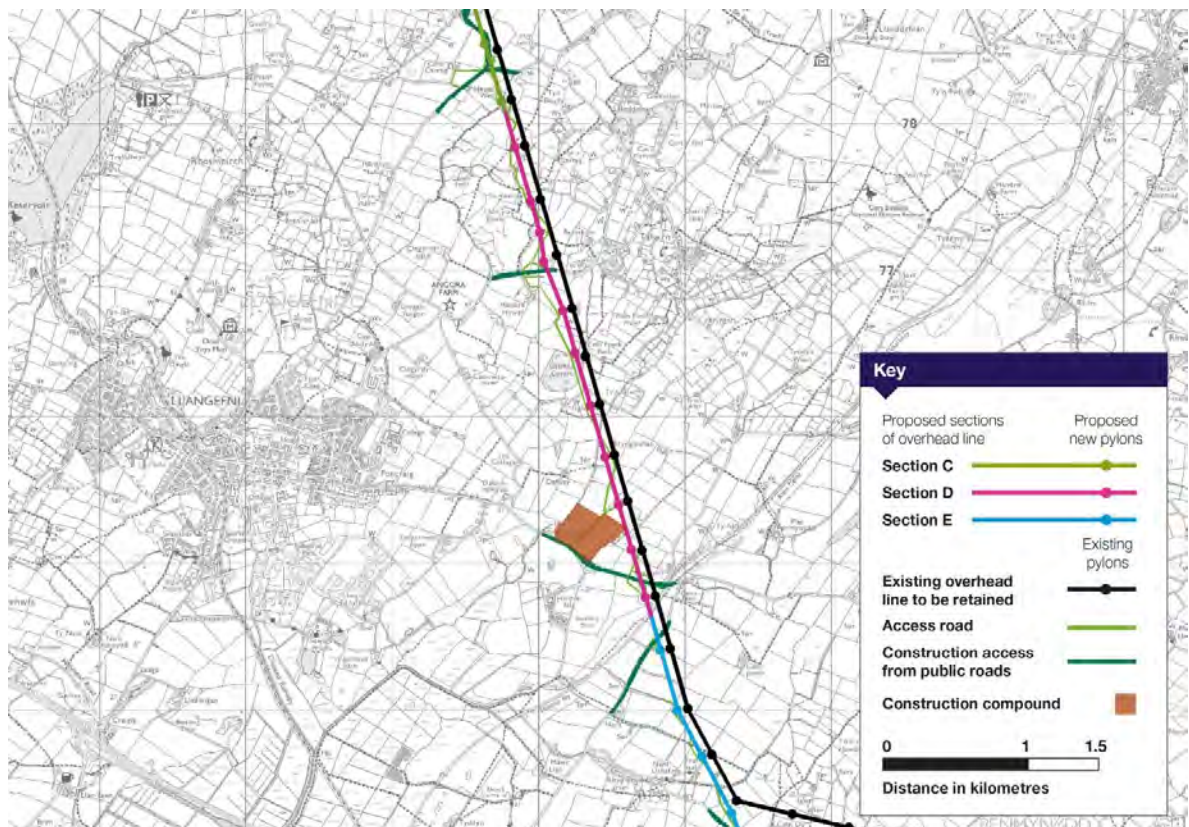
Figure 2.5: Menai Strait crossing options – an extract from the June 2016 Project News



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- 2.4.11 National Grid took the view that an announcement on the preferred Route Option for an overhead line on Anglesey should be made as soon as possible once the option had been selected. As such, a second public newsletter was published in July 2016, showing the chosen route between Wylfa substation and west of Star. The selection process undertaken is detailed in the Preferred Route Option Selection Report (2016) (**Document 9.4**), which was part of the suite of documents published for consultation at Stage Three. This followed the options appraisal process outlined in **Section 2.3** above.
- 2.4.12 Once the preferred Route Option was selected a draft route alignment was developed setting out detailed siting and routeing. This comprised the individual pylon locations, access, road layout, construction details and other information. The draft route alignment was divided in to six colour coded sections for ease of reference and identification by the public: Sections A to F.
- 2.4.13 The Draft Route Alignment Report Wylfa to the Menai Crossing Area (2016) (**Document 9.5**) explains the rationale for the design of the proposed new overhead line in sections A-D of the route while the Menai Strait Crossing Report (2016) (**Document 9.6**) explains the options considered for crossing the Menai Strait (sections E to F of the route), the options assessment undertaken and the selection of the preferred option. Both reports were published for consultation at Stage Three. The findings of environmental surveys and assessments which informed the development of the draft route alignment and Menai Strait crossing were set out in the Preliminary Environmental Information Report (PEIR). The draft route alignment was presented to the public in October 2016 as part of the statutory (Stage Three) consultation. The Stage Three Consultation ran from 5 October 2016 to 16 December 2016.
- 2.4.14 **Figure 2.6** is an extract from the Stage Three Consultation Project Overview document (October 2016) that shows the proposed pylon locations and access tracks for Section D of the route alignment. The Overview document was widely available during the Stage Three Consultation as described in **Chapter 10** of this report.

Figure 2.6: Illustrative example of the Project information contained in the Project Overview document available to the public during the Stage Three Consultation



- 2.4.15 Statutory pre-application consultation under the Act, such as the Stage Three Consultation, is undertaken under sections 42, 47 and 48 of the Act. Section 42 consultation is with prescribed consultees, local authorities and persons with an interest in land; while section 47 consultation is carried out with local communities and non-prescribed organisations in accordance with the Project's Statement of Community Consultation (SoCC). Statutory publicity is undertaken under section 48 of the Act, with feedback received as a result considered alongside that received pursuant to section 42 and 47 notices and activities.
- 2.4.16 The Stage Three Consultation provided information on the Project including mitigation works, screening, construction works, access roads and highways modifications. Information was also provided on all options considered throughout the development of the Project, so that people were able to comment on any aspect of the Project's development. The people consulted included communities, local councils, expert consultees and those who may be affected by the proposals. Following the consultation, proposals were re-considered in light of the feedback received and where necessary further survey and appraisal work was carried out, together with appropriate further consultation. This report shows how comments from all consultees have been taken into account at all stages in the development of the Project.
- 2.4.17 This report forms one of a suite of application documents submitted to the Planning Inspectorate for examination.

2.5 Description of the Proposed Development

- 2.5.1 The Proposed Development would provide a new 400 kilovolt (kV) connection between the existing substations at Wylfa and Pentir and includes the following principal components:
- Modifications to the existing substation at Wylfa;
 - Sections of new 400 kV overhead line (OHL) between Wylfa substation and Braint Tunnel Head House (THH) and Cable Sealing End Compound (CSEC) on Anglesey including modifications to parts of the existing 400 kV OHL between Wylfa and Pentir;
 - Braint THH and CSEC on Anglesey;
 - Tunnel between Braint and Tŷ Fodol THHs;
 - Tŷ Fodol THH and CESC in Gwynedd;
 - New section of 400 kV OHL between Tŷ Fodol THH and CSEC and Pentir Substation;
 - Extension to the existing substation at Pentir; and
 - Temporary construction compounds, access tracks, construction working areas, localised widening of the public highway and third party works that are required to construct the infrastructure listed above.
- 2.5.2 A detailed description of the Proposed Development is contained in Chapter 3 of the Environmental Statement (**Document 5.3**).

2.6 National Grid commitment to back-checking design decisions

- 2.6.1 Throughout the design and consultation process National Grid has committed to back-check the decisions taken at earlier stages. With the support of environmental and technical advisers, National Grid has considered whether policy changes, additional information and the detailed assessment of likely effects from the preliminary and final design proposals would alter earlier design decisions.

- 2.6.2 In back-checking design decisions, National Grid considers a number of factors including: the nature and location of existing and new contracted connections to the electricity transmission system in North Wales; consultation feedback; planning policy, statute and planning precedent; and, the availability of more detailed baseline and design information (from environmental, socio-economic and geological surveys and the emerging assessment findings and proposed mitigation measures).
- 2.6.3 A detailed description of the back-check undertaken of the final design proposal for the North Wales Connection Project is provided in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

2.7 Other works in West Gwynedd

- 2.7.1 In addition to the new connection between the substations at Wylfa on Anglesey and Pentir in Gwynedd, National Grid needs to strengthen the wider electricity network in West Gwynedd, near Porthmadog and Bryncir. This is to support Wylfa Newydd and additional power from the proposed Greenwire wind farm in Ireland, which is connecting into the UK network in North Wales. The upgrades planned would provide secure and reliable power supplies to North Wales and beyond.
- 2.7.2 To strengthen the network, National Grid need to:
- construct a new substation near Bryncir;
 - replace the existing cables at the Glaslyn Estuary with 12 new cables and carry out work on existing equipment at Wern and Y Garth; and
 - undertake work on the existing overhead line between Pentir and Trawsfynydd, and carry out minor work in the existing substation at Trawsfynydd.
- 2.7.3 These works were first consulted on in 2012 through the Stage One Consultation. In the period after 2012, the amount of new energy generation planned in North Wales changed as the power companies altered their plans. However, the requirement to reinforce the network between the Pentir and Trawsfynydd substations remains.
- 2.7.4 The works in West Gwynedd do not form part of National Grid's application for a DCO. However, where appropriate, information on the wider works was provided at each stage of consultation, to provide local communities and other consultees with a more comprehensive overview of National Grid's proposals in the wider area. In addition, likely significant cumulative effects of the works in West Gwynedd, alongside the new connection between Wylfa and Pentir, have been taken into account in the Environmental Impact Assessment (EIA).
- 2.7.5 The construction of a new substation near Bryncir was the subject of an application under the Town and Country Planning Act 1990. Pre-application consultation was undertaken in March and April 2016 as part of the planning process, and a planning application for the new substation was submitted to Gwynedd Council in June 2017. The new substation received permission on 16 October 2017.
- 2.7.6 This Consultation Report for the DCO application focuses on the consultation undertaken relating to the proposed new connection from Wylfa to Pentir; consultation carried out for the other works in West Gwynedd has been documented as appropriate to the consenting regimes which apply to those works. Where the Stage One Consultation is referenced within this report, it refers to the elements of the Stage One Consultation that relate to the additional connection between Wylfa and Pentir only, except where general responses or responses relating expressly to the wider works had implications for the proposals between Wylfa and Pentir in which case such responses were considered in that context and reported as such in this report.

3. OVERVIEW OF CONSULTATION AND WIDER STAKEHOLDER ENGAGEMENT

3.1 Introduction

- 3.1.1 This chapter summarises the pre-application consultation undertaken for the North Wales Connection Project, including both non-statutory and statutory rounds of consultation, together with wider stakeholder and public engagement.
- 3.1.2 Consideration of the feedback received through consultation and wider stakeholder engagement has informed the development of the Project, as required by section 49 of the Act. The overall approach to consultation, encompassing Stages One, Two and Three, has allowed for important public and stakeholder engagement in the design of the Project.
- 3.1.3 Further information on the three main stages of consultation, the consultation feedback provided and how National Grid had regard to the responses received is provided in **Chapters 5** (Stage One Consultation) and **6** (Stage Two Consultation), and **Chapters 8, 9 and 11** (Stage Three Consultation).

3.2 Stakeholder engagement prior to Stage One Consultation

- 3.2.1 National Grid considered it important to engage with statutory and non-statutory consultees at an early stage in the development of the North Wales Connection Project.
- 3.2.2 At the commencement of the Project, National Grid consulted with selected statutory and non-statutory consultees, including officers from the relevant local authorities. This was to enable a greater understanding of the local area and to develop the best approach to consultation. Those consulted included Isle of Anglesey County Council, Gwynedd Council, Snowdonia National Park Authority, Welsh Assembly Government, Cadw, National Trust, Environment Agency Wales, Countryside Council for Wales and Gwynedd Archaeological Trust.
- 3.2.3 During the period from winter 2011 to summer 2012, early pre-consultation engagement also took place with North Wales Members of Parliament (MPs) and Assembly Members (AMs) to provide an overview of the background to the Project and why it is needed. During this period, meetings were also held with Isle of Anglesey County Council and Gwynedd Council.
- 3.2.4 Throughout this period National Grid supported Horizon Nuclear Power with their early public engagements, attending their monthly open surgeries and events across Anglesey and Gwynedd. At the first engagement, in November 2010, National Grid introduced its role in the connection of Horizon Nuclear Power and National Grid's responsibilities when developing projects to engage communities and follow due process. As part of this early engagement National Grid launched its Project website and issued the first public newsletter.
- 3.2.5 Building on this early stakeholder engagement, National Grid has ensured that relationships with relevant local authorities, statutory consultees and other bodies remained strong by meeting and updating them regularly. National Grid has continued to meet with local authority officers and members from Isle of Anglesey County Council and Gwynedd Council throughout the development of the Project, which helped to inform and shape National Grid's approach to the Project and to consultation. Further detail is provided in **Sections 3.3 to 3.13**.

3.3 Non-statutory Stage One Consultation

- 3.3.1 In planning the Stage One Consultation period, National Grid considered the statutory requirements of the Act (which requires a minimum 28 day consultation), the size and scale of its proposals and consultation good practice. It wanted to ensure that there was sufficient time for people to review the proposals, form an opinion on them and provide feedback. The local authorities were also asked for their guidance on the local area and the needs of communities in deciding on a suitable consultation time period. Based on all of these considerations, National Grid considered 12 weeks was a suitable period for the Stage One Consultation.
- 3.3.2 On 3 October 2012, National Grid publicly launched its Stage One Consultation, which ran until 21 December 2012. In this first stage of consultation National Grid asked the public for their opinions on its strategic options and preliminary preferred option for the North Wales Connection Project, which comprised an additional overhead connection between Wylfa and Pentir to connect new low-carbon generation sources located at Wylfa and in the Irish Sea to the existing network in North Wales.
- 3.3.3 As explained in **Section 2.7**, the other two packages of work included in the Stage One Consultation – a new substation in West Gwynedd and strengthening of the underground connection at the Glaslyn Estuary – do not form part of this DCO application. Where appropriate, information on the wider works was provided at each stage of consultation, to provide local communities and other consultees with a more comprehensive overview of National Grid’s proposals in the wider area. This Consultation Report focuses on the consultation undertaken relating to the proposed new connection from Wylfa to Pentir; consultation carried out for the other works in West Gwynedd has been documented as appropriate to the consenting regimes which apply to those works.
- 3.3.4 The objectives of the Stage One Consultation were to:
- Explain the background and need case for the Project.
 - Explain the process National Grid used to identify its preliminary preferred strategic option and describe why it considered the option to be the most appropriate based upon engineering, environmental, economic and community considerations.
 - Invite the views of statutory and non-statutory consultees, other bodies, the public and local communities about the proposed works and, specifically, views on National Grid’s preliminary preferred option.
 - Explain how National Grid identified the route corridor options between Wylfa and Pentir.
 - Gather views on the preliminary preferred strategic option and route corridor options, together with any other information stakeholders and the public felt National Grid should be made aware of.
- 3.3.5 National Grid allowed four weeks (to 18 January 2013) after the close of consultation for representations to be processed through the Royal Mail postal system and also to allow for any delays as a result of the Christmas period. Representations received from 18 January 2013 up to the publication of the Stage One Consultation Feedback Report, were considered as ‘post consultation feedback’ and included within the Stage One Consultation Feedback Report as such.
- 3.3.6 Consultation feedback received in the period after 18 January 2013 up to publication of the Stage One Consultation Feedback Report generally raised matters/themes which were consistent with consultation feedback received during the Stage One Consultation period. A summary of these matters/themes, together with National Grid’s response (where relevant) are included in Chapter 13 of the Stage One Consultation Feedback Report. As such, common themes raised by respondents during the post consultation feedback period

(up to publication of the Feedback Report) were included in the response analysis, which was used to inform National Grid’s decision making process.

- 3.3.7 A further description of the Stage One Consultation and how the feedback received informed the Project design is provided in **Chapter 5**, within the detail captured in the Stage One Consultation Feedback Report (provided in **Appendix 2**) and the Wylfa-Pentir Preferred Route Corridor Selection Report, **Document 9.2** (the latter was published in October 2015 as part of the Stage Two Consultation).

3.4 Route corridor announcement

- 3.4.1 Following the Stage One Consultation in late 2012, a number of changes occurred to the proposed sources of energy generation in North Wales, which affected the grid connection requirements. These were:

- Two Irish wind farm projects, Greenwire Transmission Pentir Ltd (1GW) and Codling Wind Park Ltd (1GW), both signed agreements to connect to the network at the substation in Pentir, Gwynedd.
- Celtic Array Ltd cancelled its (2GW) offshore Rhiannon Wind Farm project in 2014. This meant National Grid no longer needed to build a local connection to the existing line on Anglesey at Rhosgoch.
- Horizon Nuclear Power Wylfa Ltd was bought by Hitachi in 2012 resulting in a change of their connection agreement in 2014; naming the nuclear power station project ‘Wylfa Newydd’. Hitachi changed the proposed technology, reduced the energy generation to 2.8GW and amended the generation dates to the mid-2020s.

- 3.4.2 These changes required a review of the preliminary preferred option of an overland connection from Wylfa to Pentir, which took time to complete. With all the energy generation changes that took place, it was important that a thorough review was undertaken to ensure the most appropriate option was taken forward, based on the information available.

- 3.4.3 The review established that additional network capacity was still required, and that the preliminary preferred option was still the most appropriate to progress. The review took account of feedback from the Stage One Consultation (including a suggested hybrid connection option), changes to the cost of the strategic options considered as a result of the reduction in proposed energy generation, and the findings of further technical and environmental assessments. In addition, the review established that the principles applied to the identification of the route corridors had not changed, therefore no changes were proposed to the route corridors put forward in the Stage One Consultation.

- 3.4.4 In January 2015 National Grid announced that the ‘orange’ route corridor was the preferred option for the route of the overhead line from Wylfa to Pentir, and proposed that cables would be placed underground at the Menai Strait. National Grid published a Project Newsletter to inform residents of this, which is provided in **Appendix 5**. This was circulated to all addresses (residential and commercial) within the Stage One Consultation zone (described in detail in **Section 5.3**). Also available on the Project website and on request was a Summary of Key Project Changes and Updates document and an Information Booklet. These are provided in **Appendices 6 and 7** respectively.

- 3.4.5 As detailed in the January 2015 Project Newsletter, feedback received during the Stage One Consultation informed the development of the preferred strategic option and the selection of the preferred route corridor:

- Respondents said that the Menai Strait area is particularly sensitive – the connection will be placed underground in this area, to reduce the effect on views of the Menai Strait and the Anglesey Area of Outstanding Natural Beauty (AONB).

- Of those respondents who expressed a preference, the highest number preferred the orange route corridor on the basis that it was the shortest and would have the least effect on communities – the orange route corridor was selected as the preferred option.
- People also said they felt that it was desirable to follow the path of the existing 400kv overhead line – the orange route corridor provided the opportunity to do this, all other corridors would introduce the new 400 kV line in to parts of Anglesey that do not have one at the moment.

3.5 Feedback received between Stage One and Stage Two Consultations

- 3.5.1 Feedback received following publication of the Stage One Feedback Report in June 2014 and before the start of the Stage Two Consultation in October 2015 was captured in Part IV of the Stage Two Consultation Feedback Report. The feedback received was summarised, themes within the feedback identified, and an explanation provided as to how National Grid had taken the feedback in to account. National Grid also provided written replies to the feedback at the time the correspondence was received. The Stage Two Consultation Feedback Report can be found in **Appendix 11**.
- 3.5.2 A summary of the feedback received between the Stage One and Stage Two Consultations in relation to the design and assessment work is provided in **Section 5.6** of this report, together with an explanation of how the feedback was considered and given due regard.

3.6 Non-statutory Stage Two Consultation

- 3.6.1 On 21 October 2015, National Grid launched its consultation on route options within the preferred (orange) route corridor and search areas for the sealing end compounds required for the underground crossing at the Menai Strait and AONB. The consultation ran until 16 December 2015. Further information on the selection of the route options and sealing end compound search areas can be found in the Wylfa-Pentir Route Options Report (**Document 9.3**).
- 3.6.2 In planning the Stage Two Consultation period, National Grid considered the statutory requirements of the Act (which requires a minimum 28 day consultation), the size and scale of its proposals and consultation good practice. It wanted to ensure that there was sufficient time for people to review the proposals, form an opinion on them and provide feedback. The local authorities were also asked for their guidance on the local area and the needs of communities in deciding on a suitable consultation time period. Based on all of these considerations, National Grid considered eight weeks was appropriate for the Stage Two Consultation period.
- 3.6.3 More detail on the Stage Two Consultation is provided in **Chapter 6** of this report and in the Stage Two Consultation Feedback Report in **Appendix 11**.
- 3.6.4 A number of consultation feedback forms and responses were received after the formal closure of the Stage Two Consultation on 16 December 2015. Responses received up to and including 4 January 2016 were included within the formal analysis process, to ensure that no postal responses were excluded because of delays in the postal system. Feedback received after 4 January 2016 was reviewed by the Project team and a check undertaken to ensure that all issues, concerns and comments raised were addressed in the National Grid responses provided. This included feedback received up to and including 15 April 2016.

3.7 Announcement on crossing the Menai Strait

- 3.7.1 Placing the connection underground at the Menai Strait is a complex engineering challenge, the solution to which has a direct effect on the location of the sealing end compounds and therefore also the overhead lines running from them.
- 3.7.2 Following the Stage Two Consultation, further work was undertaken in relation to putting the connection underground at the Menai Strait. The potential crossing techniques were considered and four locations were identified where the crossing could be made. The work also resulted in a reduction in the number and area of the sealing end compound search areas and some potential overhead line route options being discounted.
- 3.7.3 In June 2016, National Grid published a Project Newsletter to update stakeholders, residents and businesses on the progress in relation to how the connection would be placed under the Menai Strait, and to inform them of the overhead line routes not being taken forward and discounted sealing end compound search areas. This newsletter is provided in **Appendix 12** to this report. It was circulated to all parties consulted during the Stage Two Consultation, and officers from the IACC and Gwynedd Council, together with Natural Resources Wales and Cadw, were invited to a briefing on the announcement.
- 3.7.4 Due to the engineering complexities of the proposed crossing and the influence of environmental and engineering considerations, National Grid took the view that actively seeking consultation responses on the options as to how the crossing beneath the Menai would be carried out at this stage would not have been meaningful. This approach was discussed with IACC and Gwynedd Council at the time and no concerns were raised.
- 3.7.5 However, all material issued to the public and available on the website made it clear that feedback was welcome at any time, with the Project contact details highlighted should people have comments or concerns. Feedback provided as a result of this announcement is detailed in **Section 6.6**, together with how National Grid had regard to the responses received.
- 3.7.6 Additionally, a detailed report on the technical assessment work undertaken in relation to crossing the Menai Strait (the Menai Strait Crossing Report, **Document 9.6**) was consulted on as part of the statutory Stage Three Consultation between 5 October 2016 and 16 December 2016.

3.8 Announcement of the preferred Route Option on Anglesey

- 3.8.1 In July 2016, National Grid confirmed the preferred Route Option for the overhead line on Anglesey, from Wylfa to west of Star. A Project Newsletter was issued by National Grid to keep people up to date on progress. A copy of the newsletter is provided in **Appendix 13**. This was circulated to all parties consulted during the Stage Two Consultation, and officers from the IACC and Gwynedd Council, together with Natural Resources Wales and Cadw, were invited to a briefing on the announcement.
- 3.8.2 Feedback received during the Stage Two Consultation informed the selection of the preferred route, as detailed in the July 2016 Project Newsletter:
- Respondents said that views and the landscape are valued and are a part of what make the area special – the route option selected is close to the existing line, thereby keeping the existing and new equipment together and any visual effects within the same area.
 - Feedback showed that tourism is important – holiday businesses, heritage features, footpaths and popular views have been considered and avoided where possible.
 - Respondents said that the route should keep away from communities and people – whilst it has not been possible to avoid all properties, the route is on the opposite

side of the existing line to communities such as Llanfechell, Rhosybol and Talwrn to reduce effects.

- Where possible, the route is away from cultural heritage and wildlife areas, which feedback also said is important.

3.8.3 A detailed report on the selection of the preferred Route Option (the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (**Document 9.4**) was published for consultation as part of the statutory Stage Three Consultation between 5 October 2016 and 16 December 2016.

3.8.4 Publication of the July 2016 Project Newsletter was not accompanied by a public consultation as its purpose was to update consultees on the development of the Project. However, contact details were provided on the newsletter for any stakeholders and members of the public wishing to make comments on the update. Feedback received as a result of this announcement is detailed in **Section 6.6**, together with how National Grid had regard to the responses received.

3.8.5 A workshop was also held with the following stakeholders prior to the Menai Crossing Project Newsletter (June 2016) and Overhead Line Preferred Route Option Project Newsletter (July 2016) being published, to discuss the content of each newsletter (Cadw was invited but was unable to attend):

- Gwynedd Archaeological Planning Service;
- Gwynedd Council;
- Isle of Anglesey County Council; and
- Natural Resources Wales.

3.9 Feedback received between Stage Two and Stage Three Consultations

3.9.1 Correspondence received after 15 April 2016 (the cut-off date for inclusion within the Stage Two Consultation Feedback Report) was read by the Project team and responded to as appropriate. A summary of the feedback received in relation to the design and assessment work is provided in **Chapter 6** of this report, together with an explanation of how the feedback was considered and given due regard.

3.10 Statutory Stage Three Consultation

3.10.1 On 5 October 2016, National Grid launched its statutory Stage Three Consultation on the development and design of the proposed connection. The consultation included information on the detailed route and the location of pylons, pylon design, the proposed tunnel under the Menai Strait and extensions to the existing substations at Wylfa and Pentir. It also included temporary works such as construction compounds, road access points and lay-down areas, transport routes for the delivery of materials and removal of waste, and screening and other mitigation measures. Information was also provided on all options considered throughout the development of the Project, so that people were able to comment on any aspect of the Project's development.

3.10.2 The consultation closed on 16 December 2016, and responses received up to and including 6 January 2017 were included within the formal analysis process, to ensure that no postal responses were excluded because of delays in the postal system. Feedback received after 6 January 2017 was reviewed by the Project team.

3.10.3 In planning the Stage Three Consultation and developing the associated Statement of Community Consultation, National Grid considered the statutory requirements of the Act (which requires a minimum 28 day consultation), the size and scale of its proposals and

consultation good practice. A ten week consultation period was agreed with IACC and Gwynedd Council, and considered appropriate to ensure that there was sufficient time for people to review the proposals, form an opinion on them and provide feedback.

3.10.4 Feedback received during the Stage Three Consultation informed the development of the Project:

- A number of respondents suggested amendments to the specific location of pylons and/or to the localised alignment of the connection – National Grid considered the changes suggested and determined that many of them were appropriate for adoption in the final proposed design.
- Amendments to the location of access tracks across private land and access points from the public highway were suggested by a number of respondents including landowners, tenants and the IACC and Gwynedd Council – National Grid considered the changes suggested and determined that many of them were appropriate for adoption in the final proposed design.
- Changes to the roads proposed for use by construction traffic were suggested – these amendments were considered and a number of alterations made, reflecting the comments received. A localised, non-statutory consultation was undertaken on amendments to the construction traffic routes, which is described in **section 3.11** below and explained in detail in **Chapter 14**.
- A number of respondents suggested approaches to mitigation for the Project; examples include landscape planting, woodland management and archaeological site interpretation and access improvements. The suggested approaches were considered by National Grid and many considered appropriate for adoption in the Enhancement Strategy (**Document 7.13**).

3.10.5 More detail on the Stage Three Consultation, how National Grid had regard to the feedback received and amendments made to the final proposed design is provided in **Chapters 7 to 13**. A description of feedback received after 6 January 2017 and how National Grid has regard to such responses is provided in **Chapter 9** in relation to people with an interest in land and **Chapter 14** for other feedback received.

3.11 Consultation and engagement following the statutory Stage Three Consultation

3.11.1 Following the close of the statutory Stage Three Consultation, National Grid has: ensured that relevant landowners and tenants are consulted under section 42 of the Act, including refreshes of Land Registry data; undertaken non-statutory focused consultation where appropriate; continued to liaise with relevant technical stakeholders such as the two local authorities, Welsh Government and Natural Resources Wales; and engaged with the public including the production of newsletters.

3.11.2 This section summarises the ongoing consultation and engagement undertaken by National Grid following the close of the statutory Stage Three Consultation, with further detail provided in **Section 9.16** and **Chapter 14**.

Consideration given to the need for further consultation

3.11.3 Feedback from the statutory Stage Three Consultation, ongoing discussions with landowners and detailed reviews by Project team led to a number of amendments to the Project subsequent to the Stage Three Consultation. These amendments were considered by National Grid to inform a judgement on whether additional consultation, statutory or non-statutory, would be required. This judgement was made taking account of government guidance set out in 'Planning Act 2008: Guidance on the pre-application process' (Published by the Department for Communities and Local Government, March 2015).

- 3.11.4 A review of the proposed design amendments following the statutory Stage Three Consultation established that the amendments would not change the project proposals substantially or to such a large degree that what is being taken forward is fundamentally different from what was consulted on. The degree of change proposed would not result in significant environmental effects not previously identified and consulted upon, including those relating to the local community. The amendments would not materially change the application or materially change its impacts, and therefore the level of public interest would be similar to that during the statutory Stage Three Consultation. On the basis of these considerations, National Grid judged that additional public consultation on the amendments was not considered necessary.
- 3.11.5 Given the proposed design amendments would affect the landowner and or tenant of the land, additional statutory consultation was undertaken with the relevant PILs to notify them of the changes and consult for a period of 28 days. This consultation is outlined below and detailed in **Section 9.16** of this report, which includes details of the consultation feedback and how National Grid had regard to the feedback received.
- 3.11.6 Consideration was also given to proposed amendments to the routes for construction traffic, which established that none of the changes or series of changes had the potential to result in significant environmental effects. The review also concluded that potential minor effects were considered to be possible for those residents living immediately adjacent to the routes in question; therefore, focussed, non-statutory consultation was undertaken. National Grid consulted with residents living immediately adjacent to the routes, the relevant town and community councils, and other stakeholder organisations where appropriate, including the local planning authority. This approach (described in **Sections 14.5 and 14.6**) was discussed with the relevant local planning authority in advance of the consultation being undertaken and no concerns were raised.
- 3.11.7 Feedback received from the focussed, non-statutory consultation is also detailed in **Sections 14.5 and 14.6**, together with an explanation of how National Grid had regard to the comments received.
- 3.11.8 Taking in to account the limited nature of the amendments made to the Proposed Development, government guidance on the need to re-consult, and the ongoing consultation and engagement undertaken, National Grid reached the judgement that additional statutory consultation was not required following the Stage Three Consultation.

Post Stage Three Consultation statutory consultation with PILs

- 3.11.9 National Grid has sought to identify everyone who has an interest in the land affected by the Project. Diligent enquires have been made through the use of public sources of information, such as title registration data from HM Land Registry (including regular updates), to identify people with an interest in land and from who land rights may be required.
- 3.11.10 After the Stage Three Consultation, amendments were made to the design in order to refine the proposals and further reduce potential adverse effects where possible. Many of these amendments came about as a result of consultation feedback, including feedback from people with an interest in land (PILs), as detailed in **Chapter 9** of this report. Other amendments were a result of further technical appraisal work. The changes made are detailed in the Design Report (**Document 7.17**).
- 3.11.11 As a result of the amendments made to the Project following the Stage Three Consultation and also changes in land ownership, a number of new PILs were identified after the close of the Stage Three Consultation. Changes in land ownership were identified through regular updates of title registration data from HM Land Registry. Details of the land referencing methodology are provided in **Section 9.1**.
- 3.11.12 All newly identified PILs and those affected by amendments to the detailed design were consulted for 28 days under section 42 of the Act via letter. The letter included a link to the

Project website which contained the information made available at all rounds of consultation, Stages One, Two and Three, including the potential effects of the Project. **Table 3.1** identifies the additional periods of statutory consultation undertaken with PILs; a redacted example copy of the correspondence issued on each of the dates is provided at **Appendix 35**.

- 3.11.13 In addition, National Grid and its land agents also directly engaged with existing PILs via correspondence and offered face-to-face meetings in order to ensure each PIL understood the Project, changes to its design and implications for their land holding. National Grid also ensured that PILs understood that they were being consulted under the Act and that they understood their rights and role in the ongoing process.
- 3.11.14 Engagement with PILs is reported in detail at **Chapter 9** of this report. **Section 9.16** describes the statutory consultation undertaken with PILs following the close of the Stage Three Consultation and ongoing engagement, the feedback received, and how National Grid had regard to the comments made. The comments and concerns raised by PILs after the close of the statutory Stage Three Consultation were similar to those raised during it.
- 3.11.15 All PILs included in the Book of Reference (**Document 3.3**) were consulted at either the statutory Stage Three Consultation (between 5th October 2016 to 16th December 2016) or at one of the subsequent statutory consultation periods listed in **Table 3.1** (4th April 2017 to 9th July 2018), with the exception of any identified after 9th July 2018.
- 3.11.16 In accordance with paragraphs 51 and 52 of the government’s guidance on pre-application consultation³, any new PIL identified after 9th July 2018 were written to with details of the Project, where further information could be found, how to get in touch with National Grid and to explain how there would be opportunity also to provide comments to the Planning Inspectorate following submission of the DCO application. Copies of the letters sent to this last stage of newly identified PILs are provided in **Appendix 39** to this report and further details on the number of people contacted with it, and therefore also included within the Book of Reference (**Document 3.3**), are provided in the application covering letter (**Document 1.2**).

Table 3.1: Summary of Statutory Consultation with PILs (being persons in the three categories in section 44 of the Act) following the close of the statutory Stage Three Consultation

Date	Purpose of the Consultation	Number of PILs Engaged / Notified
4 th April 2017	Re-consultation with PILs under section 42 affected by amendments to the detailed design made in response to feedback received by National Grid during the Stage Three Consultation. This consultation period closed on 3 rd May 2017.	Letters were issued to 118 Category 1 PILs in total.
2 nd June 2017	Section 42 consultation with PILs where changes have been made to the routing and siting of plant or infrastructure on their land or may affect a further part of their interest e.g. access tracks or land drainage. This consultation period closed on 3 rd July 2017.	Letters were issued to 164 Category 1 PILs in total of which 146 were PILs who had been previously consulted and 18 were new PILs brought into the Project as a result of the drainage proposals.

³ Department for Communities and Local Government (March 2015) Planning Act 2008: Guidance on the Pre-application Process

Date	Purpose of the Consultation	Number of PILs Engaged / Notified
27th October 2017	Section 42 consultation with three PILs affected by a design change to an access road across their land holding. This consultation period ended on 30 th November 2017. (Letters issued in English only)	Letters were issued to three PILs of which one PIL (IACC) had been previously consulted. The other two PILs (both of whom were Category 2 PILs) were brought into the Project as a result of the design change.
3rd April 2018	National Grid notified PILs of changes to the Order Limits and provided a Project update. This consultation period closed on 4 th May 2018.	Letters were issued to 205 Category 1 and Category 2 PILs. 7 site notices were erected where there were no details available of the owners.
5th April 2018	National Grid wrote to nine Statutory Undertakers such as British Gas, and consulted with IACC, Gwynedd Council, Natural Resources Wales and the British Broadcasting Corporation (BBC) with land holdings affected by the Project. National Grid requested feedback from these PILs by 4 th May 2018.	Letters were issued to 13 PILs.
27th April 2018	National Grid revised its construction routeing plans and therefore determined that it would be appropriate to consult with PILs who owned the subsoil of the affected roads. Letters were issued to PILs on the 27 th April and feedback was requested by 1 st June 2018.	Letters were issued to 21 Category 1 and Category 2 PILs.
27th April 2018	National Grid engaged with 46 PILs affected by changes to the proposed Order Limits. These were new PILs since the Stage Three Consultation who had not previously been consulted as PILs about the proposals. The consultation period ended on 1 st June 2018.	Letters were issued to 46 Category 1 and Category 2 PILs.
4th May 2018	National Grid issued consultation letters to be provided to 57 occupiers of a caravan park under section 42 of the Planning Act.	Letters were issued to 57 PILs identified as the occupiers of a caravan park.
14th May 2018	National Grid wrote to 32 individuals who were identified as being Category 3 PILs on the terms of Section 44 of the Act as they might potentially be entitled to make a relevant claim for compensation as a result of the implementation, construction or operation of the Project. The letter set out that National Grid does not require any land comprised in or	Letters were issued to 32 PILs identified as being Category 3 PILs.

Date	Purpose of the Consultation	Number of PILs Engaged / Notified
	rights over the property of Category 3 PILs. Feedback from the Category 3 PILs was requested by 15 th June 2018.	
29th June 2018	National Grid identified an additional four Category 3 PILs who may be entitled to make a relevant claim for compensation as a result of the implementation, construction or operation of the Project. The letter set out that National Grid does not require any land comprised in or rights over the property of Category 3 PILs. Feedback from the Category 3 PILs was requested by 27 th July 2018.	Letters were issued to four Category 3 PILs.
9th July 2018	Following a refresh of the HM Land Registry; nine new Category 1 and 2 PILs were identified. National Grid wrote to the PILs to introduce the Project and to seek their feedback on the proposals. Feedback from the new Category 1 and 2 PILs was requested by 6 th August 2018.	Letters were issued to nine Category 1 and 2 PILs.

Post Stage Three Consultation focussed non-statutory consultation

- 3.11.17 National Grid undertook localised, non-statutory consultation on construction traffic routes in June 2017 and May 2018. In June 2017 National Grid consulted on minor amendments to temporary construction traffic routes made in response to feedback received during the Stage Three Consultation from stakeholders, including IACC and the National Trust. In accordance with the government's guidance on the pre-application process, National Grid considered this to be a thorough, effective and proportionate approach in circumstances where these amendments to traffic routes were only of a small degree and only affected part of the Project, were proposed in light of consultation responses, and did not materially change the application or its effects consulted upon during the Stage Three Consultation.
- 3.11.18 Amendments to construction traffic routes were proposed at:
- Llangefni and Llanerchymedd;
 - B5110 towards Brynteg;
 - Braint;
 - Star;
 - Rhosybol; and
 - Wylfa.
- 3.11.19 Recognising the level of public interest in the Project, National Grid wrote to each property on the 20 June 2017 adjacent to the roads affected informing them of the proposed changes and requesting feedback on the proposals by 21 July 2017. Town and Community Councils within the area where the changes were proposed were also sent a letter and map detailing the proposed changes. In addition, 17 statutory stakeholder organisations were also consulted on the proposed changes.

- 3.11.20 A similar round of non-statutory consultation was carried out by National Grid in May 2018 in Gwynedd. Following further assessment work, minor changes were proposed to the construction traffic routing to the proposed Tŷ Fodol Tunnel Head House, extending the use of Fodolydd Lane by heavy goods vehicles (HGVs) for a period of six months. Consultation letters were issued to local residents living in proximity to the route, the relevant Community Council and relevant statutory stakeholders on the 10 May 2018 inviting feedback on the proposal by 9 June 2018.
- 3.11.21 For both of these localised, non-statutory consultations, National Grid invited feedback via:
- Sending an email to nationalgrid@northwalesconnection.com
 - Writing to National Grid at FREEPOST NATIONAL GRID NW CONNECTION
- 3.11.22 Further information or questions regarding the proposals or wider project was also available via the community relations team on 0800 990 3567 or via www.northwalesconnection.com
- 3.11.23 Further details on these localised, non-statutory consultations are provided at **Sections 14.5 and 14.6** of this report.

Post Stage Three Consultation stakeholder engagement

- 3.11.24 In addition to the consultations and updates outlined above, National Grid has undertaken ongoing stakeholder engagement throughout the Project. This has included:
- Regular liaison with the two local authorities, including strategic and topic specific meetings and those associated with key stages of the Project's development such as scoping, production of the PEIR and before and after the statutory Stage Three Consultation. Both local authorities were also consulted on the draft Statement of Community Consultation as described in **Chapter 10** of this report.
 - Meeting with statutory stakeholders such as Welsh Government, NRW and Cadw, and non-statutory stakeholders such as the National Trust and Energy Island Programme representatives, to update them on the Project, discuss technical issues and respond to questions.
 - Holding technical stakeholder workshops, providing a Project progress briefing, describing the design and assessment processes and engineering considerations.
 - As a member of the Energy Island Programme since 2010, representatives from National Grid has presented updates on developments in a variety of forums to assist with coordinating developer activities on Anglesey, sharing best practice, and keeping the wider stakeholders informed throughout the pre-application planning period.
 - Provision of briefings for elected council members and town and community councils.
 - Ongoing discussions with landowners and tenants potentially affected by the Project.
 - Responding to queries raised by members of the public via the Project email and postal addresses.
 - Recognising recurring themes and questions, and addressing these through social media such as Twitter, blogs and the Project website.
- 3.11.25 Between consultation stages, stakeholders were kept up to date with National Grid's developments through the various engagements identified above and views were taken into account to help inform the proposals ahead of presenting them for written information and feedback at each stage of consultation.

- 3.11.26 Following the close of the statutory Stage Three Consultation, National Grid continued to work closely with a number of prescribed consultees, ahead of submission of the DCO application. This work is summarised in **Section 14.2** and focussed on reaching agreement on topics and issues where possible to inform the emerging Statements of Common Ground.

Post Stage Three Consultation community engagement

- 3.11.27 In the period between the close of the Stage Three Consultation and submission of the DCO application, National Grid undertook ongoing community engagement through issuing Project Newsletters, responding to ad hoc correspondence and updating the Project website, including publishing new Project blogs.
- 3.11.28 In March 2017, National Grid issued a community update to everyone who had responded to the Stage Three Consultation with feedback, around 1,500 addresses, as well as relevant stakeholder organisations, appropriate elected representatives, local authorities and town and community councils. A copy of the community Project Update can be found in **Appendix 36** to this report.
- 3.11.29 The update provided an overview of the feedback that was received in response to the consultation and some of the issues that were raised. It explained how more information could be found online, including films, Q&A and the Project blog. The update also provided an opportunity to explain the next steps for the Project, outlining the application process and signposting to further opportunities to provide feedback directly to the Planning Inspectorate once the application had been submitted and accepted.
- 3.11.30 In June 2018, a Project Update, in Welsh and English, was issued to all addresses within the Stage Three Consultation Zone, around 13,300 addresses. It was also sent to Project stakeholder organisations and to the appropriate elected representatives, local authorities and town and community councils within the Stage Three Consultation Zone. Copies were also sent to libraries and civic locations, who were asked to display them in a public location, and to local media outlets. A copy of the Summer 2018 Project Update can be found in **Appendix 38** to this report.
- 3.11.31 The update provided information on the work undertaken by National Grid since the close of the Stage Three Consultation, described how comments received during and following the Stage Three Consultation have been taken in to account, and introduced the PINS process following submission. It also included an update on National Grid's work regarding the Third Menai Crossing and in West Gwynedd.
- 3.11.32 As with previous Project Updates, the Freephone, Freepost and email address contact details were provided, inviting any comments or feedback. The responses received are included within **Section 14.4**, together with an explanation of how National Grid had regard to the comments and information provided.
- 3.11.33 To coincide with submission of the DCO application, a Project Update was issued to all addresses within the Stage Three Consultation Zone, around 13,300 addresses. It was once again sent to Project stakeholder organisations and to the appropriate elected representatives, local authorities and town and community councils within the Stage Three Consultation Zone. Libraries and civic locations also received a copy and were asked to display them in a public location.
- 3.11.34 The update included the map of the final proposals that form the DCO application and provided details of the PINS process under the NSIP regime. It explains how people are able to continue to take part in the process, via PINS.
- 3.11.35 A central point of contact for queries or concerns about the Project has been available throughout the development of the Project, as advertised on all newsletters, updates, community bulletins, posters and adverts.

- 3.11.36 Following the Stage Three Consultation, the Project continued to receive emails and letters from members of the public. Bespoke responses were drafted and sent in reply that sought to address the comments and/or concerns raised. **Section 14.4** explains the themes raised and how National Grid had regard to the comments made.
- 3.11.37 National Grid sought to address topics that were frequently raised in feedback during and following the Stage Three Consultation via the Project blog. This allowed for more detailed aspects of the Project to be discussed in an informal setting. Twitter was also regularly used to promote new blog posts, share images and signpost to additional engagement activities.

3.12 National Grid community engagement in the area

- 3.12.1 During the Project National Grid has undertaken substantial engagement with hard-to-reach groups, educational facilities and community organisations, through attendance at meetings and events. The aim was to engage with members of the community broadly across the Project area.
- 3.12.2 National Grid conducted a number of presentations and briefings about the proposals and gave members of the community the opportunity to ask questions about the Project and find out more about its work in North Wales and more widely.
- 3.12.3 National Grid's engagement had a focus on education and visited a number of local schools to take part in careers events, review curriculum vitae (CVs), conduct mock interviews and tell young people more about a career in STEM subjects.
- 3.12.4 Examples of National Grid's engagement include:
- On 30 June 2016, National Grid, in partnership with Horizon Nuclear Power, Orthios, Careers Wales and Coleg Menai, hosted an event at Ty Croes Racetrack on Anglesey. The event was attended by students from local primary schools, secondary schools and sixth forms, and formed part of National Grid's wider work to encourage students to pursue careers in STEM subjects.
 - On 14 July 2016, Probus Beaumaris was given a presentation covering supply and demand, technicality of maintenance of an overhead line system and cable systems.
 - On 29 November 2016, National Grid attended a careers event, hosted by Careers Wales, for the students of Ysgol Syr Thomas Jones. National Grid's attendance let students know what working for National Grid involves and how to pursue a career with them.
 - On 24 January 2017, National Grid held mock interviews and gave interview advice to Ysgol Bodedern's year 11 pupils. This session helped to prepare students for their future careers.
- 3.12.5 As part of its engagement National Grid attended the Anglesey Show annually from 2010 to 2016.
- 3.12.6 A list of all engagement activities that National Grid undertook and events that National Grid attended can be found in **Appendix 40**.

3.13 National Grid engagement with the media

- 3.13.1 National Grid engaged with the media throughout the duration of the Project. Engagement began in 2010, prior to Stage One Consultation and continued beyond Stage Three Consultation.

- 3.13.2 National Grid identified key regional media that were widely read across the Project area. These included *Daily Post* (circulation: 21,802), *North Wales Chronicle* (circulation: 30,299) and the Welsh-language *Golwg* (circulation: 12,000).
- 3.13.3 The media were updated throughout the three stages of consultation and for any significant Project development in between these periods. A number of news stories regarding National Grid's community engagement work were also issued.
- 3.13.4 An open relationship was maintained with journalists throughout and National Grid responded to all requests for comment.
- 3.13.5 Between 10 November 2010 and 30 June 2018 National Grid's proposals were featured 177 times in regional print and online news. This included news stories released by National Grid, letters and comments from readers and politicians and independent articles on Project-related issues.
- 3.13.6 A table of all media coverage can be found in **Appendix 41**.

3.14 Process of reviewing and responding to feedback from the three stages of consultation

Introduction

- 3.14.1 National Grid received a significant amount of feedback during the pre-application process and as a result, adopted a thematic approach to analysing feedback for each stage of the pre-application consultation. Such an approach is supported by the Planning Inspectorate's Advice Note Fourteen (April 2012). Analysing feedback thematically provided a structure to the analysis process and enabled similar comments to be grouped together. This approach also helped National Grid to respond more effectively to feedback received.
- 3.14.2 Feedback received in response to the three stages of the pre-application consultation process underwent the same analysis process. Consultation feedback was received during the three consultation periods in a number of ways, as outlined below, and explained in more detail in **Chapters 5, 6 and 7**. Once responses were received they were logged, then analysed and reported upon by Dialogue by Design (DbyD). DbyD is a specialist company that works with many organisations in the public and private sectors to handle responses to large or complex consultations. This section describes the process by which responses were received, logged, analysed and reported on by DbyD.

Type of responses received

- 3.14.3 Consultation responses were received to all three stages of consultation via the following methods:
- Hard copy feedback form – posted to the Project Freepost address or handed in at a consultation event.
 - Electronic copy feedback form – scanned in and emailed to the Project email address.
 - Online feedback form – hosted on the North Wales Connection Project website.
 - Emailed feedback – sent to the Project email address.
 - Written feedback via letter - posted to the Project Freepost address.

Data Processing

- 3.14.4 All responses received during the consultation periods were received and logged by the North Wales Connection Project Community Relations Team.

- 3.14.5 At the outset of data processing, each response was assigned a unique reference number and then saved with its reference number as the file name. Responses other than those submitted through the Project website were then transcribed verbatim into an analysis database to ensure consistency. Responses submitted through the Project website were imported directly into the database.
- 3.14.6 For submissions containing images, maps and other non-text content, a reference to a PDF version of the original submission was made available to analysts, so that this information could be viewed when necessary.
- 3.14.7 Representations received in Welsh were sent to a professional translating service. The English translation received back was entered into the database along with the corresponding original Welsh representation, and analysis of the translation was carried out.
- 3.14.8 A grace period was put in place during each consultation to accommodate any delays due to the postal service for postal responses. This ensured that no postal responses were excluded because of delays in the postal system. Further information on specific dates is provided in **Chapter 5, 6 and 7**.
- 3.14.9 Consultation feedback forms and responses received after the formal closure of consultation periods and subsequent grace periods were not analysed by DbyD. They were reviewed by National Grid and a check undertaken to ensure that all issues, concerns and comments raised were addressed in the National Grid responses provided. Where new issues were identified and new suggestions made in relation to the design of the Project, these were reviewed and given due regard by the Project team. Where appropriate, a response to the feedback received was provided, and the content of the feedback and how National Grid had had regard to it was documented in the relevant consultation feedback report (which includes this Consultation Report).

Analysis Process

- 3.14.10 DbyD worked closely with the National Grid Project team to produce a detailed list of topics which accurately described the issues raised by respondents to the consultation. These topics were grouped into themes to aid the analysis process. This list, referred to as a coding framework, was updated iteratively and during each stage of consultation to reflect new issues emerging from the representations as they were received.
- 3.14.11 The coding framework was applied by analysts at DbyD to each sentence within the representations received, in order to capture the issues raised in a systematic way and allow the easy interrogation and analysis of the issues. These were then split into further sub-themes, reflecting each topic raised by respondents. The coding framework for the Stage Three Consultation is included in **Appendix 34**.

Reporting Process

- 3.14.12 Once the process of collating responses was complete two reports were produced:
- A raw data report: this included all the representations in full and the coding applied to each issue raised; and
 - A summary report: which provides a narrative overview of the issues raised, describing in detail the themes and topics referred to in representations to the consultation.
- 3.14.13 To produce the summary report, DbyD used the analysis provided by application of the coding framework to produce summaries of the consultation feedback received. These summaries were used to represent the feedback received under themes and sub-themes in the Stage One and Stage Two Consultation Feedback Reports. For the Stage Three Consultation, the summaries have also been directly included in this Report. The summaries provide a narrative overview of the issues raised, describing in detail the

themes and topics contained within the representations to the consultation. National Grid has responded to these summaries at each stage of consultation feedback reporting. In this Consultation Report, comments from specific stakeholders have been summarised and presented in a tabular format. This is described further in **Section 7.5** of this report.

- 3.14.14 DbyD also produced electronic data reports for each stage of consultation, which include all the representations in full alongside the coding applied to each issue raised. This information was provided electronically through read only access to the DbyD response database and was used by National Grid to consider and respond to the feedback received.
- 3.14.15 When summarising feedback, DbyD uses quantifiers such as 'many', 'some' and 'a few', to ensure the narrative remains readable. These notions are indicative only and do not express clearly defined ranges of numbers or percentages. The intention is to accurately reflect the issues raised, rather than attributing any weight to the number of respondents raising them or the importance of the issue raised.
- 3.14.16 This report, together with the Stage One and Stage Two Consultation Feedback Reports, do not expressly refer to every single individual comment made by all respondents, but use comprehensive summaries to report all the issues raised by respondents during the consultation periods. It is possible that an issue mentioned by one or only a few respondents is covered in the narrative, particularly when such an issue is material to the proposal and adds a consideration that is different from other views. This report also details consultation and stakeholder engagement undertaken outside the three main consultation periods, and how National Grid took account of the feedback received.
- 3.14.17 Throughout this report and the Stage One and Stage Two Consultation Feedback Reports, where verbatim quotes from respondents are shown, they have not been selected for any other reason than that they broadly represent the points being discussed.

Quality Assurance

- 3.14.18 DbyD has a series of quality assurance (QA) procedures in place at different stages of the data entry and analysis stages to ensure that representations are accurately captured and analysed.
- 3.14.19 At the data entry stage a system was implemented where a sample of the work of trained data entry staff was reviewed by a senior member of staff. In the event that errors were identified they were corrected, and an increased proportion (up to 100 per cent) of the work was reviewed.
- 3.14.20 At the collation and analysis stage, QA procedures are based on weekly team meetings and updates to discuss the process and compare working notes to ensure a consistent and accurate approach is taken by each analyst. The National Grid Project team also reviewed the summary and raw data reports and provided feedback to analysts on their content.

Null Responses

- 3.14.21 Null responses comprise: general enquiries, duplicate submissions, blank submissions, or submissions which were not obviously intended as consultation responses, such as requests for consultation documentation. When they were received, general enquiries and requests for information were responded to as appropriate by the National Grid Project team.

Organised representations

- 3.14.22 In high-profile public consultations, it is common for interest groups to ask their members and supporters to submit responses conveying the same specific views. As a result, the consultation may receive high numbers of identical or near-identical responses. The identical responses are referred to as 'standardised organised submissions', near-identical

responses are referred to as ‘semi-standardised organised submissions’. Semi-standardised organised submissions are organised submissions with variations – these usually include additional notes or amendments to the standardised text.

- 3.14.23 At each stage of pre-application consultation, standardised or semi-standardised organised submissions were distinguished at the data-handling stage. Each submission was logged individually, assigned a unique reference number, scanned and categorised as an organised submission. Each submission was then entered into the database, ensuring that any additional notes written on the response were captured. The text of each type of organised submission was imported and analysed, together with any additional notes, and the number of submissions received of each type recorded.

National Grid’s responses

- 3.14.24 Following the identification, categorisation and summarising of the comments by DbyD, National Grid reviewed how the feedback received might inform the evolution of the proposed Project and drafted responses to the comments made. This involved a multi-disciplinary review of feedback including having regard to engineering, planning, environmental, property, community, and cost considerations in the context of principles in applicable statute, policy and guidelines.
- 3.14.25 Some feedback contained specific requests to change or amend the proposals. In addition to the analysis undertaken by DbyD, consultation responses were also read by dedicated members of the Project team to identify where feedback made such requests. Many of these types of requests came from landowners and tenants who, in the context of the statutory Stage Three Consultation, are referred to as Persons with an Interest in Land (PILs) under the Act.
- 3.14.26 Requests to change or amend the proposals were fed back to the Project team who reviewed the options available to amend the proposals in response to the feedback received. The Project team established if the amendments were technically achievable and considered associated potential effects which could occur from changing the proposals. In some cases, where no explicit design proposal accompanied the request the Project team developed a design alternative that was considered to address the concerns raised. The Project team undertook a thorough process in considering the suggested amendments, again in the context of principles in applicable statute, policy and guidelines, and where possible and appropriate the suggested amendments were made.
- 3.14.27 **Chapters 5 and 6** of this report set out how National Grid has addressed the main feedback received during the two non-statutory stages of consultation (Stages One and Two) and the changes made to the proposals as a result of the feedback received. National Grid provided reasons where it was not considered appropriate to alter the proposed Project as it had been presented at a previous stage. Details of the feedback received and National Grid’s responses are contained within the Consultation Feedback Reports presented at **Appendices 2 and 11** (Stage One and Stage Two respectively).
- 3.14.28 The responses contained within **Appendices 2 and 11** reflect National Grid’s position at the time that each report on the pre-application process was produced. Similarly, legislation referred to and other matters, for example, the cost of the Project, were current at that time. **Table 3.2** explains when the Consultation Feedback Reports were published.
- 3.14.29 This report considers feedback received during the Stage Three Consultation from prescribed consultees and local authorities in **Chapter 8**, feedback received from PILs in **Chapter 9** and feedback received from members of the public and non-prescribed organisations in **Chapter 11**. As explained above, National Grid has set out its response to feedback and any suggested changes under each of the feedback summaries within the relevant chapter of this report. Where a specific change has been suggested, National Grid explains how it considered the change and if the change was been made. For any of the suggested changes which could not be made, National Grid also explains why.

- 3.14.30 **Chapters 8, 9 and 11** of this report set out how National Grid has had regard to the feedback received during the statutory Stage Three Consultation and the changes made to the proposals as a result of the feedback received. Where it was not considered appropriate to alter the proposed Project as presented at the Stage Three Consultation in response to feedback, this is also explained.

Table 3.2: Consultation Feedback Report publication dates

Consultation Stage	Report and Publication Date
Non-statutory Stage One Consultation	Stage One Consultation Feedback Report (June 2014)
Non-statutory Stage Two Consultation	Stage Two Consultation Feedback Report (May 2016)
Statutory Stage Three Consultation	N/A – responses within this report reflect National Grid’s position at the time of submission

- 3.14.31 After the Stage Three Consultation, National Grid received and considered a number of further comments and questions and requests to amend the design of the Project. Such requests to amend the design of the Project were received from a variety of stakeholders including statutory undertakers, local authorities, persons with an interest in land (PILs), and the local communities who have been consulted on National Grid’s proposals throughout the life of the project, including in accordance with Sections 42 and 47 of the Act. In parallel, the North Wales Connection project team continued its work to consider refinements to the Proposed Development.
- 3.14.32 All requests to amend the design of the Proposed Development were considered through a multi-discipline appraisal with regard to matters including the potential for different or new environmental effects, their technical feasibility, and estimated build cost. The comments, questions and requests received after the Stage Three Consultation are summarised in **Chapters 9 and 14**, together with an explanation of how National Grid has had regard to the feedback.

Feedback from PILs via direct engagement

- 3.14.33 Engagement with PILs to obtain and understand their feedback and views on the Project has been integral to the development of the Project.
- 3.14.34 At Stage One Consultation, National Grid engaged with landowners and occupiers who already had existing National Grid equipment on their land. National Grid did not contact landowners who may potentially be affected in the future as the Project’s scope was too wide at this stage to accurately identify them.
- 3.14.35 Following the end of the Stage One Consultation and the selection of the ‘orange’ route corridor as the preferred option, National Grid commenced its direct engagement with PILs by writing to 985 PILs potentially affected by the orange route corridor (which broadly followed the alignment of the existing overhead line between Wylfa on Anglesey and Pentir in Gwynedd). This period of non-statutory engagement commenced on the 23rd March 2015. The letter to PILs sought to introduce the project and National Grid’s land agents along with an offer for a meeting to discuss the proposals and receive any feedback.
- 3.14.36 For the Stage Two Consultation, land and homeowners closest to the proposals were provided with proposal details 24 hours in advance of the formal launch of the consultation. The letter issued included a copy of the newsletter, a USB memory stick containing copies of all community consultation materials and technical documents, contact details for National Grid’s land agents and the offer of a meeting to discuss the proposals further.
- 3.14.37 In advance of the statutory Stage Three Consultation, National Grid made contact with all PILs affected by the proposed routing and siting of infrastructure and also offered a

meeting with their land agents to receive feedback directly from PILs. PILs were also encouraged to register their feedback directly via the feedback forms. This approach was replicated across subsequent periods of section 42 Consultation with PILs.

- 3.14.38 National Grid has sought to identify everyone who has an interest in the land affected by the Project. Meetings have been held with PILs to identify and confirm all relevant land interests as well as the extent to which they apply within the Project route corridor. Prior to submission of the application for development consent, National Grid undertook additional stages of formal consultation with PILs in response to changes to the design and extent of the order limits.
- 3.14.39 All representations received, during the non-statutory and statutory consultation and engagement stages, were considered by National Grid and taken into account in the development and refinement of the Project. National Grid took great care to analyse and give detailed consideration to the feedback received. **Chapter 9** of this report shows how feedback received from PILs has influenced National Grid's proposal, design, analysis and methods of delivery for the Project.

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4. COMPLIANCE WITH THE PLANNING ACT 2008 AND GUIDANCE DOCUMENTS

4.1 Introduction

4.1.1 This section provides three tables that outline how National Grid has complied with the statutory requirements of the Planning Act 2008 (as amended), the Department for Communities and Local Government (DCLG) guidance document Planning Act 2008: Guidance on Pre-application Process (March 2015), and the Planning Inspectorate's Advice Note Fourteen: Compiling the Consultation Report (April 2012).

4.1.2 When viewing the tables cross-reference should be made to the subsequent chapters of this report that provide the detail on each consultation, the relevant chapters are provided in the final column of each table.

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Table 4.1: How National Grid has complied with statutory requirements of the Planning Act 2008 (listed in chronological order) with reference to The Infrastructure Planning (EIA) Regulations 2009 (as amended)

Statutory requirement	Activity undertaken	Date undertaken	Location of further detail
Duty to consult each local authority identified under section 43 (1) about what is to be included in the SoCC under section 47 (2) of the Act.	Initial discussions took place with the relevant authorities IACC and Gwynedd Council to inform the draft SoCC. Following which, IACC and Gwynedd Council were provided with a draft copy of the SoCC and were formally invited to comment. Appendix 29 contains the letters sent to IACC and Gwynedd Council on 9 May seeking feedback on the draft SoCC.	Initial discussions took place to inform the draft SoCC. Formal consultation on the SoCC took place between 9 May and 10 June 2016.	Chapter 10 provides further detail on how National Grid worked with IACC and Gwynedd Council to develop the SoCC.
Duty to have regard to any response to consultation under subsection (2) on the draft SoCC that is received by the applicant before the deadline imposed by subsection (3) under section 47(5) of the Act.	Comments were received from IACC and Gwynedd Council on the draft SoCC and National Grid responded to the comments received. Further comments were received from IACC, to which National Grid also responded. The SoCC was amended as appropriate, having regard to all comments from IACC and Gwynedd Council, prior to the formal SoCC being published. Appendices 30 and 31 contain correspondence to and from IACC and Gwynedd Council responding to comments raised on the draft SoCC. Appendix 32 contains the Final SoCC.	National Grid responded to local authority comments on the draft SoCC in August and November 2016.	Changes made to the SoCC as a result of the formal consultation are listed at Chapter 10 of this report.
Duty to notify PINs under section 46 of the Act on the proposed application at or before commencing consultation under section 42.	PINs was notified and provided with consultation documents alongside a copy of the section 46 Notice.	The section 46 Notice was submitted to PINS on 3 October 2016.	The notification is contained in Appendix 19 .
The consultation statement prepared under section 47(a) (duty to consult local	In accordance with both requirements (a) and (b) the published SoCC stated:	The SoCC was published as part	The Final SoCC is contained in Appendix

Statutory requirement	Activity undertaken	Date undertaken	Location of further detail
<p>community) must set out as required under Regulation 10 of The Infrastructure Planning (EIA) Regulations 2009 (as amended):</p> <p>(a) whether the development for which the applicant proposes to make an application for an order granting development consent is EIA development; and</p> <p>(b) if that development is EIA development, how the applicant intends to publicise and consult on the preliminary environmental information.</p>	<p>On page 8 of the SoCC: Our Consultation Stages: <i>“Stage Three: Autumn 2016 - Statutory consultation on proposed development including mitigation works, construction works, access roads and highways modifications etc. We will also present a Preliminary Environmental Information Report (PEIR), which will assess the likely environmental effects of the proposed development, along with other technical documents as referred to below in section three.”</i> (Emphasis added)</p> <p>Section 3 of the SoCC: <i>“This section covers what we are consulting on, when and where we are consulting, the communities we are consulting with and the consultation activities we are undertaking for these communities. This includes information on our public exhibitions and locations where people can view our project documents.”</i> (Emphasis added)</p> <p>On page 15 of the SoCC: Technical reports: <i>“We have produced a range of technical documents to explain our proposals. These are detailed planning documents written by specialists to explain the decisions made and how technical assessments have informed these decisions. Due to the nature of these documents they will be available in English only.</i></p> <p><i>These documents are available on our website, at reference locations and events (described above) and on USB memory stick.</i></p> <p><i>These technical reports include: Preliminary Environmental Information Report (PEIR): our</i></p>	<p>of the statutory Stage Three Consultation on 5 October 2016, and the SoCC notice was published on 5 October 2016.</p>	<p>32. The notice is provided in Appendix 20.</p> <p>The requirements in the SoCC and how National Grid carried out consultation in accordance with them are set out in Chapter 10 of this report.</p>

Statutory requirement	Activity undertaken	Date undertaken	Location of further detail
	<p><i>proposals are classified as an environmental impact assessment development, under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended). This means we need to prepare an environmental statement alongside our DCO application.</i></p> <p><i>We've already collected a large amount of information about the likely environmental effects of our proposals. This information will be presented in a Preliminary Environmental Information Report (PEIR). This report will present our initial assessments of the nature and extent of the likely environmental effects of our proposals.” (Emphasis added)</i></p> <p>In addition, the section 47 notice as published stated:</p> <p><i>“The Planning Act 2008 requires that consultation is carried out so that communities and stakeholders potentially affected by the proposals can help to inform the way the Project develops. We will be consulting on what we propose to build, where and how we propose to build it and our proposals for mitigation. For this consultation we will be consulting on all of our proposals and any other issues people think are important and that we should consider as we develop the proposals.</i></p> <p><i>We will also publish a Preliminary Environmental Information Report (PEIR). This report will explain the likely effects the Project could have on the environment, based on our assessments to date, and the measures we propose to reduce them, where possible. Following the consultation,</i></p>		

Statutory requirement	Activity undertaken	Date undertaken	Location of further detail
	<p><i>an Environmental Impact Assessment (EIA) will be undertaken which will establish the likely significant effects of the Project and the measures proposed to mitigate them. The findings of the EIA will be set out in an Environmental Statement (ES) which will accompany our consent application(s).</i></p> <p>Copies of the documents, plans, maps and preliminary environmental information will be available free of charge from National Grid on a USB stick. Requests for hard copies will be reviewed on a case-by-case basis. A reasonable copying charge may apply (up to a maximum of £500 for one full suite of documents) to be paid for by the recipient. Please contact our community relations team (0800 990 3567).</p> <p><i>The SoCC will be available on our website (www.northwalesconnection.com), and at the locations in the vicinity of the project, opposite, for the duration of our consultation.” (Emphasis added)</i></p>		
<p>In accordance with Regulation 11 of The Infrastructure Planning (EIA) Regulations 2009 (as amended) the applicant must provide a copy of the Notice of Preliminary Environmental Information to the consultation bodies and to any person notified to the applicant in accordance with Regulation 9(1)(c).</p>	<p>Regulation 11 letters were issued to the consultation bodies and Regulation 9 bodies alongside a copy of the published section 48 Notice, as set out in Regulation 11.</p>	<p>4 October 2016</p>	<p>An example Regulation 11 letter is provided in Appendix 17.</p>
<p>Duty to consult prescribed consultees, under section 42 (a) of the Act.</p>	<p>The full list of prescribed consultees as set out in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) is provided in Table 8.1. This table sets out where National Grid</p>	<p>4 October 2016</p>	<p>An example letter is provided in Appendix 16. Table 8.1 contains a</p>

Statutory requirement	Activity undertaken	Date undertaken	Location of further detail
	<p>departed from the list of Schedule 1 prescribed consultees and the appropriate reasons for doing so.</p> <p>Relevant prescribed consultees were written to at the commencement of the statutory Stage Three Consultation and consultation documentation was provided at this time.</p>		<p>full list of Schedule 1 prescribed consultees, those consulted and an explanation of the departures from the list.</p>
<p>Duty to consult each local authority that is within section 43, under section 42 (b) of the Act.</p>	<p>Meetings have been held with local authorities affected throughout the pre-submission period of the DCO application.</p> <p>The section 43 consultees were written to at the commencement of the statutory Stage Three Consultation and consultation documentation was provided at this time.</p> <p>Paragraphs 7.3.17 and 7.3.18 identify the local authorities which were consulted for the Stage Three Consultation. The area of land proposed for the Project is within the administrative boundaries of:</p> <ul style="list-style-type: none"> • the Isle of Anglesey County Council; and, • Gwynedd Council <p>These are referred to as 'B' authorities.</p> <p>National Grid also consulted those local authorities that share a boundary with the 'B' authorities as prescribed by section 43 of the Act (referred to as 'A' authorities):</p> <ul style="list-style-type: none"> • Conwy County Borough Council; • Denbighshire County Council; • Powys County Council; • Ceredigion County Council; and 	<p>4 October 2016</p>	<p>Letters to IACC and Gwynedd Council are provided in Appendix 17.</p>

Statutory requirement	Activity undertaken	Date undertaken	Location of further detail
	<ul style="list-style-type: none"> • Snowdonia National Park Authority. 		
Duty to consult each person within one or more of the categories set out in section 44 of the Act.	<p>Diligent inquiry was undertaken to identify persons to be consulted for the purposes of section 42 and 44 of the Act.</p> <p>All identified section 44 persons (Persons with an Interest in Land, or PILs) were consulted at the commencement of the statutory Stage Three Consultation in October 2016.</p> <p>Following the close of the statutory Stage Three Consultation, changes in landownership and amendments to the Order Limits led to a number of additional PILs being identified. These PILs were consulted under section 42 and 44 of the Act. Chapter 9 and Table 9.2 provide further information on these additional PILs.</p> <p>Further information on how PILs were identified is included in Chapter 9 of this report. The Book of Reference is provided at Document 3.3.</p>	3 rd October 2016	<p>An example PIL letter is provided in Appendix 18</p> <p>Chapter 9 of this report provides information on additional PILs identified following the statutory Stage Three Consultation.</p>
Duty to prepare a SoCC under section 47 (1) of the Act and to publish it under section 47 (6) of the Act.	A SoCC was prepared with input from the two relevant local authorities, IACC and Gwynedd Council. The published SoCC was available for inspection along with the inspection copies of the consultation documents at the public events. Notice of where and when it could be inspected was published in the Daily Post on 5 October 2016, as a newspaper circulating in the vicinity of the land, in accordance with the requirements of Section 47.	The SoCC notice was published in the Daily Post on 5 October 2016 and the SoCC was available for inspection between 5 October and 16 December 2016.	The SoCC notice is contained in Appendix 20 .
Duty to carry out consultation in accordance with proposals set out in the	Consultation was carried out in accordance with the SoCC. Chapter 10 of this report describes the	Stage Three Consultation was	The requirements in the SoCC and how

Statutory requirement	Activity undertaken	Date undertaken	Location of further detail
SoCC under section 47(7) of the Act	requirements contained in the SoCC and how National Grid carried out consultation in accordance with the SoCC during the Stage Three Consultation.	undertaken from 5 October 2016 to 16 December 2016.	National Grid carried out consultation in accordance with them are set out in Chapter 10 of this report.
Duty to publicise under section 48 of the Act and in the manner prescribed under Regulation 4 of the Applications: Prescribed Forms and Procedure Regulations (APFP).	The section 48 notice publicising the proposed application for the DCO was placed in six newspapers. This included two local newspapers (the Daily Post and the North Wales Chronicle); the notice was also placed in a national newspaper (The Guardian), and in the London Gazette, Lloyd's List and an appropriate fishing trade journal (Fishing News).	Notices were published on 5, 6, 12 and 13 October 2016.	Copies of the notices are provided in Appendix 21 , and details of National Grid's compliance with section 48 of the Act are set out in Chapter 12 of this report.
Notification of the deadline for the receipt of responses under section 45 (1) of the Act. This deadline must not be earlier than 28 days under section 45 (2) of the Act.	The consultation commenced on 5 October 2016; the consultation deadline was 16 December 2016. This deadline was included on all letters to consultees, the Project Newsletter, in newspaper notices, and on the Project website.	5 October 2016 to 16 December 2016	Copies of the notice in the North Wales Chronicle and the Project Newsletter are contained in Appendices 21 and 23 respectively.
Duty under section 49 of the Act to have regard to responses to consultation and publicity carried out pursuant to Sections 42, 47(7) and 48 of the Act.	This report details how regard has been had to all consultation responses received (including further to the consultation and publicity carried out pursuant to Sections 42, 47(7) and 48 of the Act).	National Grid has had regard to responses to consultation and publicity throughout the Project development process.	Demonstrated throughout this report. Chapters 5 and 6 detail how National Grid has taken account of non-statutory consultation, and Chapters 8, 9 and 11 detail how National Grid has taken account of responses received

Statutory requirement	Activity undertaken	Date undertaken	Location of further detail
			during the statutory Stage Three Consultation.

Table 4.2: How National Grid has complied with DCLG Guidance Planning Act 2008: Guidance on Pre-application Process (March 2015)

DCLG Guidance	Comments	Location of further detail
<p>Paragraph 17</p> <p>When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.</p>	<p>National Grid wrote to all prescribed consultees, (as identified under section 42 (a) of the Act) and all section 44 persons (PILs) at the commencement of the Stage Three Consultation to notify them of the commencement of the consultation and which documents National Grid were seeking feedback on. National Grid also updated the Project website which directed members of the public to the list of documents which had been published as part of the Stage Three Consultation. The Project Newsletter provided a summary of the purpose of the consultation and explained what National Grid was consulting on.</p>	<p>Chapter 7 of this report outlines the materials produced and the activities undertaken for the Stage Three Consultation; Chapter 10 of this report explains the requirements in the SoCC and how National Grid carried out consultation in accordance with them.</p>
<p>Paragraph 20</p> <p>Experience suggests that, to be of most value, consultation should be:</p> <ul style="list-style-type: none"> based on accurate information that gives consultees a clear view of what is proposed including any options; shared at an early enough stage so that the proposal can still be influenced, while being 	<p>National Grid has undertaken a thorough pre-application consultation process in compliance with the Planning Act 2008 and following the guidance set out in the DCLG Guidance 'Planning Act 2008: Guidance on Pre-application Process' (March 2015), and gone beyond the minimum statutory requirements with an iterative three stage consultation approach.</p> <p>National Grid consulted on different options from an early stage in the evolution of the Project. At each stage information was published which accurately captured the proposals at the time of</p>	<p>Information on how National Grid has engaged consultees is set out within the SoCC and throughout report.</p>

DCLG Guidance	Comments	Location of further detail
<p>sufficiently developed to provide some detail on what is being proposed; and</p> <ul style="list-style-type: none"> engaging and accessible in style, encouraging consultees to react and offer their views. 	<p>the relevant consultation and ensured that consultees could form a clear view on them.</p> <p>The Stage One Consultation consulted on the Strategic Options and Route Corridors in 2012; following this the Stage Two Consultation engaged consultees and encouraged feedback on the route options identified within the preferred orange route corridor. A detailed route alignment for the connection within the preferred route option was consulted upon at Stage Three. At each stage of consultation, information was provided on all options considered throughout the development of the Project to date, so that people were able to comment on any aspect of the Project's development in the context of the preferred option being presented.</p> <p>Commencing consultation at an early stage and continuing to do so in an iterative manner has allowed the Project to be informed by the public and all consultees throughout the design process. At each stage, the proposals consulted upon have been sufficiently developed to provide appropriate detail on what is being proposed. This is demonstrated at Chapters 5, 6, 8, 9, 11 and 14 of this report. Consultation feedback has fed into the decision making process and where it has not been appropriate for National Grid to amend the proposals in response to feedback in the context of applicable statute, policy and guidelines this has been explained within the Consultation Feedback Reports (for Stage One and Two) and this Consultation Report (Stage Three).</p> <p>National Grid has worked to actively engage consultees and encourage feedback at each stage of the pre-application consultation process. The SoCC was developed with input from IACC and Gwynedd Council, which sought to ensure that the consultation was engaging and accessible. For example, a virtual reality model was developed for use in the consultation events and online to enable people to envisage what the connection could look like from their properties.</p>	

DCLG Guidance	Comments	Location of further detail
	National Grid has also encouraged feedback outside of the public consultation periods and welcomed comments on its proposals at any time. Feedback received outside the public consultation periods is summarised at Sections 5.6 and 6.6 and Chapter 14 of this report.	
From Paragraph 21 Where an applicant has not been able to follow this guidance, they should provide comments setting out why this is the case in the consultation report.	National Grid considers it has complied with DCLG guidance on the pre-application process, as more particularly described in this table, Table 4.2 .	This table, Table 4.2 .
Paragraph 23 In brief, during the pre-application stage applicants are required to:		
<ul style="list-style-type: none"> notify the Secretary of State of the proposed application; 	National Grid has engaged with PINs throughout the pre-application process, providing regular progress updates. The Section 46 Notice notifying the Secretary of State that National Grid intended to commence consultation in accordance with section 42 and section 47 of the Planning Act 2008 (the Act) was submitted to PINS ahead of the Stage Three Consultation on 3 October 2016.	The section 46 Notice was submitted to PINS on 3 October 2016. A copy of the notice is provided in Appendix 19 .
<ul style="list-style-type: none"> identify whether the Project requires an Environmental Impact Assessment; where it does, confirm that they will be submitting an environmental statement along with the application, or that they will be seeking a screening opinion ahead of submitting the application; 	National Grid identified that the Project requires Environmental Impact Assessment (EIA) during the pre-application stage, and submitted a Scoping Opinion request to PINS on 23 May 2016. The section 47 notice published at the start of the Stage Three Consultation stated that: <i>The findings of the EIA will be set out in an Environmental Statement (ES) which will accompany our consent application(s).</i>	A copy of the section 47 notice is provided in Appendix 20 .

DCLG Guidance	Comments	Location of further detail
<ul style="list-style-type: none"> produce a Statement of Community Consultation, in consultation with the relevant local authority or authorities, which describes how the applicant proposes to consult the local community about their project and then carry out consultation in accordance with that Statement; 	<p>A SoCC was prepared with input from the two relevant local authorities, IACC and Gwynedd Council following statutory consultation with them in accordance with Section 47. The SoCC describes how National Grid proposed to consult the local community; the Stage Three Consultation was then carried out in accordance with the SoCC. Chapter 10 of this report describes the requirements contained in the SoCC and how National Grid carried out the Stage Three Consultation in accordance with it.</p>	<p>Chapter 10 of this report explains the requirements in the SoCC and how National Grid carried out consultation in accordance with them.</p>
<ul style="list-style-type: none"> make the Statement of Community Consultation available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land where the development is proposed, as required by section 47 of the Planning Act and Regulations; 	<p>The published SoCC was available for inspection along with the inspection copies of the consultation documents at the public events. Notice of where and when it could be inspected was published in the Daily Post on 5 October 2016, as a newspaper circulating in the vicinity of the land, in accordance with the requirements of section 47.</p>	<p>The SoCC notice is contained in Appendix 47.</p>
<ul style="list-style-type: none"> identify and consult statutory consultees as required by section 42 of the Planning Act and Regulations; 	<p>The full list of prescribed consultees as set out in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) is provided in Table 8.1. This table sets out where National Grid departed from the list of Schedule 1 prescribed consultees and the appropriate reasons for doing so.</p> <p>Relevant prescribed consultees were written to on the 4 October 2016, at the commencement of the statutory Stage Three Consultation on 5 October 2016 and consultation documentation was provided at this time.</p>	<p>Table 8.1 contains a full list of Schedule 1 prescribed consultees, those consulted and an explanation of the departures from the list.</p> <p>An example letter is provided in Appendix 16.</p>
<ul style="list-style-type: none"> publicise the proposed application in accordance with Regulations; set a deadline for consultation responses of not less than 28 days from the day after receipt/last publication; 	<p>The section 48 notice publicising the proposed application for the DCO was placed in six newspapers. This included two local newspapers (the Daily Post and the North Wales Chronicle); the notice was also placed in a national newspaper (The Guardian), and in the London Gazette, Lloyd's List and an appropriate fishing trade journal (Fishing News).</p>	<p>Copies of the notices are provided in Appendix 21, and details of National Grid's compliance with section 48 of the Act</p>

DCLG Guidance	Comments	Location of further detail
	<p>The consultation commenced on 5 October 2016; the consultation deadline was 16 December 2016. This deadline was included on all letters to consultees, the Project Newsletter, in newspaper notices, and on the Project website.</p>	<p>are set out in Chapter 12 of this report.</p> <p>A copy of the consultation Project Newsletter is contained in Appendix 23.</p>
<ul style="list-style-type: none"> • have regard to relevant responses to publicity and consultation; and 	<p>This report details how regard has been had to all consultation responses received (including further to the consultation and publicity carried out pursuant to Sections 42, 47(7) and 48 of the Act).</p> <p>Chapters 5 and 6 of this report detail how National Grid has taken account of non-statutory consultation, and Chapters 8, 9 and 11 detail how National Grid has taken account of responses received during the statutory Stage Three Consultation.</p>	<p>Demonstrated throughout this report.</p> <p>Chapters 5 and 6.</p> <p>Chapters 8, 9 and 11.</p>
<ul style="list-style-type: none"> • prepare a consultation report and submit it to the Secretary of State. 	<p>National Grid has prepared this report in accordance with the relevant legislation and guidance as summarised within Chapter 4 of this report and demonstrated throughout. This report accompanies the submission of the DCO application to the Secretary of State.</p>	<p>Demonstrated throughout this report.</p>
<p>From Paragraph 24</p> <p>...applicants, who are best placed to understand the detail of their specific project, and the relevant local authorities, who have a unique knowledge of their local communities, should as far as possible work together to develop plans for consultation. The aim should be to ensure that consultation is appropriate to the scale and nature of the Project and where its impacts will be experienced.</p>	<p>As the applicant, National Grid has worked with the two relevant authorities IACC and Gwynedd Council to develop the SoCC, ensuring that the consultation undertaken was appropriate to the scale and nature of the Project and where any impacts might reasonably be experienced.</p> <p>Initial discussions took place with the relevant authorities IACC and Gwynedd Council to inform the draft SoCC. Following which, IACC and Gwynedd Council were provided with a draft copy of the SoCC and were formally invited to comment.</p> <p>Appendix 29 contains the letters sent to IACC and Gwynedd Council on 9 May seeking feedback on the draft SoCC.</p>	<p>Chapter 10 of this report provides further detail on how National Grid worked with IACC and Gwynedd Council to develop the SoCC.</p>

DCLG Guidance	Comments	Location of further detail
<p>Paragraph 25</p> <p>Consultation should be thorough, effective and proportionate. Some applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example if there are industry protocols that can be adapted. Larger, more complex applications are likely to need to go beyond the statutory minimum timescales laid down in the Planning Act to ensure enough time for consultees to understand project proposals and formulate a response. Many proposals will require detailed technical input, especially regarding impacts, so sufficient time will need to be allowed for this. Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible.</p>	<p>To meet pre-application responsibilities, National Grid considered that it would be thorough, effective and proportionate for there to be three main stages of consultation in relation to the Project. These stages included both non-statutory and statutory consultation periods, providing the opportunity for consultees to inform the development of the Project throughout its evolution. This went beyond the statutory minimum steps and timescales laid down in the Act.</p> <p>Throughout the pre-application consultation, feedback deadlines were set for each stage. A 10 week period of consultation for Stage Three Consultation was agreed with IACC and Gwynedd Council, again beyond the statutory minimum timescales laid down in the Act. The relevant chapters of this report (Chapters 5, 6 and 7) provide information on the consultation periods for each stage (Stages One, Two and Three respectively) and also the consideration of any late responses.</p> <p>It can reasonably be said that National Grid’s consultation in respect of the Project has been effective - over 1,500 responses were received to each stage of consultation, with feedback on a wide range of issues and from a broad geographical area.</p> <p>Feedback from all stages of consultation was welcomed in a number of formats to accommodate the needs of respondents, this included email, online responses and hand written feedback forms or letters.</p> <p>In addition, National Grid remained open to comments and feedback outside the consultation periods, which were responded to and taken into account as appropriate.</p>	<p>A detailed description of the methods of consultation for each Stage is provided in Chapters 5, 6 and 7 of this report (Stage One, Stage Two and Stage Three respectively).</p> <p>These chapters also provide information on how feedback received outside the consultation periods was taken into account.</p>
<p>From Paragraph 27</p> <p>The Planning Act and Regulations set out the statutory consultees and prescribed people who must be consulted during the pre-application</p>	<p>The full list of prescribed consultees as set out in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) is provided in Table 8.1. This table sets out where National Grid departed from the list</p>	<p>Table 8.1 contains a full list of Schedule 1 prescribed consultees, those consulted and an</p>

DCLG Guidance	Comments	Location of further detail
<p>process. ...In addition, there will be a range of national and other interest groups who could make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals.</p>	<p>of Schedule 1 prescribed consultees and the appropriate reasons for doing so. Chapter 8 of this report also details consultation with the relevant local authorities, as statutory consultees.</p> <p>Recognising the broad interest in the Project, National Grid also consulted with a wide range of national and other interest groups, such as Anglesey Agriculture Society, the British Horse Society, GeoMôn, and Sustrans Cymru. Page 11 of the SoCC set out who National Grid intended to consult, which included the specialist interest groups listed in Appendix 2 of the SoCC.</p> <p>A list of those consulted is provided in Appendix 15, with details of the consultation feedback received and an explanation of how National Grid has regard to it provided in Chapter 11 of this report.</p>	<p>explanation of the departures from the list.</p> <p>Chapter 8 of this report lists the local authorities consulted. Appendix 15 provides details of national and other interest groups consulted, and Chapter 11 of this report, reports on their feedback.</p>
<p>Paragraph 28</p> <p>From time to time a body may cease to exist but, for legislative timetabling reasons, may still be listed as a statutory consultee. In such situations the Secretary of State will not expect strict compliance with the statutory requirements. Applicants should identify any successor body and consult with them in the same manner as they would have with the original body. Where there is no obvious successor, applicants should seek the advice of the Inspectorate, who may be able to identify an appropriate alternative consultee. Whether or not an alternative is identified, the consultation report should briefly note any cases where compliance with statutory requirements was impossible and the reasons why.</p>	<p>The full list of prescribed consultees as set out in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) is provided in Table 8.1. This table sets out where National Grid departed from the list of Schedule 1 prescribed consultees and the appropriate reasons for doing so.</p>	<p>Table 8.1 contains a full list of Schedule 1 prescribed consultees, those consulted and an explanation of the departures from the list.</p>
<p>From Paragraph 29</p> <p>Early engagement with expert bodies can help</p>	<p>Discussions with expert bodies (including the two relevant local authorities, Natural Resources Wales (and its predecessor bodies),</p>	<p>Further information is provided in Chapters</p>

DCLG Guidance	Comments	Location of further detail
<p>avoid unnecessary delays and the costs of having to make changes at later stages of the process. Applicants are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.</p>	<p>Cadw and the National Trust) have been taking place since the winter of 2011.</p> <p>This Report and Chapter 5 of the Environmental Statement, EIA Consultation (Document 5.5) set out the engagement had with the local authorities and other expert bodies throughout development of the Project. This engagement has led to amendments to the Project design, changes to the surveys, assessments and mitigation in the Environmental Impact Assessment and informed National Grid’s approach, methodology and tools and techniques for engaging with prescribed and non-prescribed consultees and the local community on the Project.</p>	<p>8, 13 and 14 of this report.</p>
<p>From Paragraph 35</p> <p>The applicant has a duty under section 47 of the Planning Act to prepare a Statement of Community Consultation, and then to conduct its consultation in line with that statement. Before doing so, the applicant must consult on their Statement of Community Consultation with each local authority in whose area the proposed development is situated.</p>	<p>National Grid worked with the two relevant authorities IACC and Gwynedd Council to develop the SoCC.</p> <p>Initial discussions took place with the relevant authorities to inform the draft SoCC, following which they were provided with a draft copy of the SoCC and formally invited to comment. Appendix 29 to this report contains the letters sent to IACC and Gwynedd Council on 9 May seeking feedback on the draft SoCC.</p> <p>Comments were received from IACC and Gwynedd Council on the draft SoCC and National Grid responded to the comments received. Further comments were received from IACC, to which National Grid also responded. The SoCC was amended as appropriate, having regard to all comments from IACC and Gwynedd Council, prior to the formal SoCC being published.</p> <p>Appendices 30 and 31 to this report contain correspondence to and from IACC and Gwynedd Council responding to comments raised on the draft SoCC. Appendix 32 to this report contains the Final SoCC.</p> <p>The Stage Three Consultation was carried out in accordance with the SoCC. Chapter 10 of this report describes the requirements contained in the SoCC and how National Grid carried out</p>	<p>Chapter 10 of this report provides further detail on how National Grid worked with IACC and Gwynedd Council to develop the SoCC, including changes made to the SoCC as a result of the comments received.</p> <p>Details of the requirements in the SoCC and how National Grid carried out consultation in accordance with them are also provided in Chapter 10 of this report.</p>

DCLG Guidance	Comments	Location of further detail
	consultation in accordance with the SoCC during the Stage Three Consultation.	
<p>From Paragraph 36</p> <p>Where an applicant decides to consult people living in a wider area who could be affected by the Project (e.g. through visual or environmental impacts, or through increased traffic flow), that intention should be reflected in the Statement of Community Consultation.</p>	<p>The published SoCC (provided at Appendix 32 to this report) advises who National Grid intended to consult and sets out the Consultation Zone for the statutory Stage Three Consultation.</p> <p>The Consultation Zone was agreed with IACC and Gwynedd Council, which covered areas in both local authorities. The final zone was considered proportionate based on the nature of the development and the potential likely significant effects of the Project.</p>	<p>Further information on the Stage Three Consultation Zone is provided in Chapter 10 of this report.</p>
<p>From Paragraph 37</p> <p>The Planning Act requires local authorities to respond to the applicant's consultation on their proposed Statement of Community Consultation within 28 days of receipt of the request. However, prior to submitting their draft Statement of Community Consultation applicants may wish to seek to resolve any disagreements or clarifications about the public consultation design. An applicant is therefore likely to need to engage in discussions with local authorities over a longer period than the minimum requirements set out in the Act.</p>	<p>Discussions of the SoCC with the relevant local authorities took place over a longer period than the minimum requirements set out in the Act.</p> <p>Initial discussions with the relevant authorities to inform the draft SoCC took place in early 2016, including an informal review period on an initial draft SoCC from 22 March to 1 April 2016. Comments received from this review were considered in the production of the draft SoCC, which was provided to IACC and Gwynedd Council on 9 May 2016 for formal review in accordance with section 47 (2) and (3) of the Act.</p>	<p>The steps involved in developing the SoCC for the Project are discussed in more detail within Chapter 10 of this report.</p>
<p>Paragraph 41</p> <p>Where a local authority raises an issue or concern on the Statement of Community Consultation which the applicant feels unable to address, the applicant is advised to explain in their consultation report their course of action to the Secretary of State when they submit their</p>	<p>National Grid worked closely with IACC and Gwynedd Council on the development of the SoCC, resolving all issues or concerns raised by the two authorities. Details of the comments received and how National Grid took them in to account are provided in Chapter 10 of this report.</p>	<p>Chapter 10 of this report provides further detail on how National Grid worked with IACC and Gwynedd Council to develop the SoCC.</p>

DCLG Guidance	Comments	Location of further detail
application.		
<p>From Paragraph 42</p> <p>Where a local authority decides that it does not wish to respond to a consultation request on the Statement of Community Consultation, the applicant should make reasonable efforts to ensure that all affected communities are consulted.</p>	<p>This is not applicable because the local authorities contacted in respect of the SoCC provided feedback and agreed to its content prior to the publication of the SoCC.</p>	<p>Chapter 10 of this report provides more information on the formation of the SoCC.</p>
<p>Paragraph 43</p> <p>Local authorities are also themselves statutory consultees for any proposed major infrastructure project which is in or adjacent to their area. Applicants should engage with them as early as possible to ensure that the impacts of the development on the local area are understood and considered prior to the application being submitted to the Secretary of State.</p>	<p>National Grid has been working with IACC and Gwynedd Council throughout the evolution of the Project, from 2010 onwards, ensuring that any impacts of the Project on the local area are understood. Furthermore, regular topic specific meetings took place with the local authorities from January 2015 up to submission to ensure that the potential effects of the Project were understood and avoided through design and mitigation where appropriate.</p> <p>This engagement has led to amendments to the Project design, together with changes to the surveys, assessments and mitigation in the Environmental Impact Assessment.</p>	<p>Further information on engagement with IACC and Gwynedd Council is provided in Chapters 8, 13 and 14 of this report.</p>
<p>From Paragraph 48</p> <p>Agreements reached between an applicant and relevant local authorities can be documented in a statement of common ground. This will contain agreed factual information about the application and can accompany the application... The statement of common ground can also set out matters where agreement has not been reached.</p>	<p>National Grid has been proactively engaging with IACC and Gwynedd Council during the evolution of the Project, via meetings, correspondence and thematic group meetings in relation to landscape and visual, ecology, the historic environment, geology and hydrology, traffic and transport, air quality, noise, socio-economic (including tourism), Welsh language, and waste and materials. National Grid continues to work with IACC and Gwynedd Council with a view to agreeing Statements of Common Ground in accordance with the timescales to be set by the Examining Authority.</p>	<p>Further information on engagement with IACC and Gwynedd Council is provided in Chapters 8, 13 and 14 of this report.</p>
<p>Paragraph 49</p> <p>Applicants will also need to identify and consult</p>	<p>All identified section 44 persons (referred to as Persons with an Interest in Land, or PILs) were consulted at the commencement of</p>	<p>Information on the process for identifying</p>

DCLG Guidance	Comments	Location of further detail
<p>people who own, occupy or have another interest in the land in question, or who could be affected by a project in such a way that they may be able to make a claim for compensation. This will give such parties early notice of projects, and an opportunity to express their views regarding them.</p>	<p>the statutory Stage Three Consultation in October 2016. This gave such parties early notice of projects, and an opportunity to express their views regarding them.</p> <p>Diligent inquiry was undertaken to identify persons to be consulted for the purposes of sections 42 and 44 of the Act and to produce a Book of Reference. Further information on how PILs were identified is included in Chapter 9 of this report. The Book of Reference is provided at Document 3.3 of the DCO application.</p> <p>Due to changes in landownership and changes to the design of the Project, additional PILs were identified following the close of the statutory Stage Three Consultation. These additional PILs were subsequently consulted under section 42 of the Act. Table 3.1 summarises additional statutory consultation undertaken with PILs and Chapter 9 provides further information on all consultation with PILs.</p>	<p>PILs and consultation undertaken throughout the Project is provided in Chapter 9 of this report.</p>
<p>Paragraph 50</p> <p>It is the applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categorises those land interests) is up to date at the time of submission.</p> <p>AND</p> <p>Paragraph 51</p> <p>However, it is understood that land interests change over time and that new or additional interests may emerge after an applicant has concluded statutory consultation but just before an application is submitted. In such a situation,</p>	<p>Diligent inquiry was undertaken to identify persons to be consulted for the purposes of sections 42 and 44 of the Act and to produce a Book of Reference. Further information on how PILs were identified is included in Chapter 9. The Book of Reference is provided at Document 3.3 of the DCO application.</p> <p>Following conclusion of the Stage Three Consultation, National Grid reviewed and amended the design of the scheme in response to consultation feedback and further assessment work, which resulted in National Grid making some minor amendments to the Order Limits. National Grid identified a number of additional PILs as a result of new land falling within the areas included by these minor amendments to the Order Limits.</p> <p>All such additional PILs identified were consulted under section 42 of the Act in the period 4 April 2017 to 9 July 2018. Table 3.1 summarises the additional Statutory Consultation undertaken with PILs.</p>	<p>Information on the process for identifying PILs and consultation undertaken throughout the Project is provided in Chapter 9 of this report.</p>

DCLG Guidance	Comments	Location of further detail
<p>the applicant should provide a proportionate opportunity to any new person identified with a land interest to make their views known on the application. Where new interests in land are identified very shortly before the intended submission of an application, despite diligent efforts earlier in the process it may be difficult at that stage for applicants to consult and take account of any responses from those new interests before submitting their application as intended. If this situation arises applicants should be proactive and helpful in ensuring that the person understands how they can, if they so wish, engage with the process if the application is accepted for examination.</p>		
<p>Paragraph 52</p> <p>Applicants should explain in the consultation report how they have dealt with any new interests in land emerging after conclusion of their statutory consultation having regard to their duties to consult and take account of any responses.</p>	<p>Alongside or independently of the work carried out to identify new PILs as a result of minor amendments to the Order Limits described above, National Grid took steps to ensure that the Book of Reference as a whole would be up to date at the time of submission. In accordance with government guidance (Planning Act 2008: Guidance on Pre-application Process, March 2015), following the Stage Three Consultation National Grid undertook a review of HM Land Registry on the following occasions against the Order Limits as they stood on each of the dates below:</p> <ul style="list-style-type: none"> • December 2016; • March 2017; • June 2017; • September 2017; • March 2018; • June 2018; and • August 2018 prior to the finalisation of the Book of 	<p>Information on the process for identifying PILs and consultation undertaken throughout the Project is provided in Chapter 9 of this report.</p>

DCLG Guidance	Comments	Location of further detail
	<p>Reference.</p> <p>These HM Land Registry refreshes enabled National Grid to identify new PILs (i.e. the persons set out in section 44 of the Act).</p> <p>Consultation was undertaken with new PILs on the following occasions:</p> <ul style="list-style-type: none"> • 4th April 2017 – section 42 consultation with 118 PILs; • 2nd June 2017 – section 42 consultation with 164 PILs; • 27th October 2017 – section 42 consultation with three PILs; • 3rd April 2018 – notification of changes to Order Limits to 205 PILs; • 5th April 2018 – section 42 consultation with 13 PILs; • 27th April 2018 – section 42 consultation with 21 PILs; • 27th April 2018 – section 42 consultation with 46 PILs; • 4th May 2018 – section 42 consultation with 57 PILs; • 14th May 2018 – section 42 consultation with 32 PILs; • 29th June 2018 – section 42 consultation with four PILs; • 9th July 2018 – section 42 consultation with nine PILs. <p>By way of this additional section 42 consultation, National Grid provided an opportunity to any new PILs identified to make their views known on the application. National Grid has had regard to any feedback submitted by these new PILs and this is reported in Tables 9.1 and 9.3 of this report.</p> <p>National Grid has been proactive and helpful in ensuring PILs identified in the very latter stages prior to DCO submission may understand how they can, if they so wish, engage with the process if the application is accepted for examination. Any new PIL identified as part of the August HM Land Registry refresh were written to with details of the Project, where further information could be found, how to get in touch with National Grid and to explain how there would be opportunity also to provide comments to the</p>	

DCLG Guidance	Comments	Location of further detail
	<p>Planning Inspectorate following submission of the DCO application. Copies of the letters sent to this last stage of newly identified PILs are provided in Appendix 39 to this report and further details on the number of people contacted with it, and therefore also included within the Book of Reference (Document 3.3), are provided in the application covering letter (Document 1.2).</p> <p>National Grid will also notify PILs (as described in section 57 of the Act) of acceptance of the DCO application (pursuant to section 56 of the Act) in accordance with the applicable timescales, which will further inform PILs of opportunities to participate in the examination of the DCO.</p> <p>Details on the land referencing methodology and approach to identifying new PILs is summarised in Chapter 9 of this report.</p> <p>Chapter 9 also explains how National Grid has dealt with any new interests in land emerging after the close of the Stage Three Consultation, how these additional PILs have been consulted and how National Grid had regard to the responses received.</p>	
<p>From Paragraph 53</p> <p>Local people have a vital role to play at the pre-application stage. People should have as much influence as is realistic and possible over decisions which shape their lives and communities. It is therefore critical that they are engaged with project proposals at an early stage.</p>	<p>National Grid has undertaken a thorough pre-application consultation process in compliance with the Planning Act 2008 and following the guidance set out in the DCLG Guidance 'Planning Act 2008: Guidance on Pre-application Process' (March 2015), and gone beyond the minimum statutory requirements with an iterative three stage consultation approach.</p> <p>National Grid consulted on different options from an early stage in the evolution of the Project. At each stage information was published which accurately captured the proposals at the time of the relevant consultation and ensured that consultees could form a clear view on them.</p> <p>The Stage One Consultation consulted on the Strategic Options and Route Corridors in 2012; following this the Stage Two Consultation engaged consultees and encouraged feedback on the</p>	<p>Information on how National Grid has engaged with local people and how their feedback has influenced the Project is described throughout this report.</p>

DCLG Guidance	Comments	Location of further detail
	<p>route options identified within the preferred orange route corridor. A detailed route alignment for the connection within the preferred route option was consulted upon at Stage Three. At each stage of consultation, information was provided on all options considered throughout the development of the Project to date, so that people were able to comment on any aspect of the Project's development in the context of the preferred option being presented.</p> <p>Commencing consultation early has allowed the Project to be informed by the public and all consultees throughout the design process, while being sufficiently developed to provide some detail on what is being proposed. This is demonstrated at Chapters 5, 6, 8, 9, 11 and 14 of this report. Consultation feedback has fed into the decision making process and when National Grid has been unable to amend the proposals to address the feedback this has been explained within the Consultation Feedback Reports (for Stage One and Two) and this Consultation Report (Stage Three).</p> <p>National Grid has worked to actively engage consultees and encourage feedback at each stage of the pre-application consultation process. The SoCC was developed with input from IACC and Gwynedd Council, which sought to ensure the consultation was engaging and accessible. For example, a virtual reality model was developed for use in the consultation events and online to enable people to envisage what the connection could look like from their properties.</p> <p>National Grid has also encouraged feedback outside of the public consultation periods and welcomed comments on its proposals at any time. Feedback received outside the public consultation periods is summarised at Sections 5.6 and 6.6 and Chapter 14 of this report.</p>	
<p>From Paragraph 54 In consulting on project proposals, an inclusive</p>	<p>A range of methods were utilised to ensure all members of the community were aware of the statutory and non-statutory rounds of consultation. This included, but was not limited to, notices in local</p>	<p>The methods of consultation for each consultation stage are</p>

DCLG Guidance	Comments	Location of further detail
<p>approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question.</p>	<p>and regional press advising of exhibitions, site notices and a Project specific website, phone number and freepost address.</p> <p>The SoCC also set out methods for engaging with hard to reach groups and individuals, to ensure that all members of the public had the opportunity to participate and were not disadvantaged in the process.</p>	<p>provided in the relevant Chapters (5, 6, 7 and 10) of this report and in detail within the SoCC (Appendix 32 to this report).</p>
<p>From Paragraph 55</p> <p>Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed.</p>	<p>At the start of each consultation stage (non-statutory and statutory) the Consultation Strategy or SoCC and documents prepared for consultation set out what was being consulted upon including the technical documents relating to each round of consultation. The consultation documents informed local communities of those matters that were considered to have been settled in the course of the formative evolution of the Project through earlier rounds of consultation and those matters on which feedback was being sought at the most recent consultation stage; though National Grid still had regard to all feedback provided at any stage, irrespective of whether the matter was considered to have been settled.</p>	<p>The SoCC and examples of the consultation documents for the statutory Stage Three Consultation are provided in Appendices 32, 23 and 24 to this report. Information on the non-statutory consultation periods is provided in Chapter 5 and 6 of this report.</p>
<p>From Paragraph 55</p> <p>Applicants could prepare a short document specifically for local communities, summarising the Project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the Project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents may need to be</p>	<p>At each consultation stage, a Project Newsletter and Overview document were developed specifically for local communities, which outlined the proposed Project, its benefits and effects, and summarised the available technical documents. Both documents were available in English and Welsh.</p> <p>The Project Newsletter was posted to all addresses within the specified consultation zone, with the Overview document available in hard copy to take away from all exhibition venues and information points, online via the Project website, or requested in hard copy via the website or free phone number. Other formats were available on request.</p> <p>In addition, at the statutory Stage Three Consultation the</p>	<p>The Stage Three Consultation Project Newsletter is available in Appendix 23 and the Overview document in Appendix 24 to this report.</p> <p>The SoCC contained in Appendix 32 to this report describes how National Grid could provide information to</p>

DCLG Guidance	Comments	Location of further detail
<p>bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.</p>	<p>Preliminary Environmental Information Report (PEIR) and its non-technical summary described the information National Grid had already collected about the environmental effects of the Project. Detailed drawings, maps and plans showing the proposed application at appropriate scales were also made available. All information was available online, on Project USB memory sticks, and in hard copy at all exhibition venues and information points.</p> <p>The SoCC set out methods for engaging with hard to reach groups and individuals, including those with disabilities, to ensure that all members of the public had the opportunity to participate and were not disadvantaged in the process.</p>	<p>those with disabilities.</p>
<p>Paragraph 56</p> <p>Applicants are required to set out in their Statement of Community Consultation how they propose to consult those living in the vicinity of the land. They are encouraged to consider consulting beyond this where they think doing so may provide more information on the impacts of their proposals (e.g. through visual impacts or increased traffic flow).</p>	<p>The published SoCC (provided at Appendix 32) set out who National Grid intended to consult during the Stage Three Consultation, the Consultation Zone, and also explained how National Grid intended to consult.</p> <p>The Consultation Zone was agreed with IACC and Gwynedd Council, which covered areas in both local authorities. The final zone was considered proportionate based on the nature of the development and the likely significant effects of the Project.</p>	<p>The SoCC is contained in Appendix 32 to this report. Further details of the Stage Three Consultation are provided in Chapter 10 of this report.</p>
<p>Paragraph 57</p> <p>The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (e.g. libraries, council offices) and sent to local community groups as</p>	<p>The SoCC was made available online, in hard copy at all events and information points, and provided on the Project USB memory sticks. The Project USB memory sticks were posted alongside the Project Newsletter to statutory consultees, all town and community councils within the Consultation Zone, local MPs and AMs and the national and local interest groups listed in Appendix 15 to this report. It was also available to take away at all the consultation events, which was advertised on the front page of the Project Newsletter. The SoCC remains available online on the Project website.</p>	<p>Chapter 10 of this report provides further details of the availability of the SoCC and the Project USB memory sticks.</p>

DCLG Guidance	Comments	Location of further detail
appropriate.		
<p>From Paragraph 58</p> <p>Applicants are required to publicise their proposed application under section 48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. ...Where possible, the first of the two required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities.</p>	<p>The section 48 notice publicising the proposed application for the DCO was placed in six newspapers coinciding approximately with the start of the Stage Three Consultation on 5 October 2016. This included two local newspapers (the Daily Post on 5 and 12 October 2016 and the North Wales Chronicle on 6 and 13 October 2016); the notice was also placed in a national newspaper (The Guardian on 5 October 2016), in the London Gazette and Lloyd's List, both on 5 October 2016, and in Fishing News on 6 October 2016.</p>	<p>Copies of the notices are provided in Appendix 21 to this report.</p>
<p>Paragraph 68</p> <p>To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time, consultees will need sufficient information on a project to be able to recognise and understand the impacts.</p>	<p>The three stages of consultation, held between 2012 to 2016, provided consultees with the opportunity to influence the Project from early strategic options through to DCO submission.</p> <p>Commencing consultation early has allowed the Project to be informed by the public and all consultees throughout the design process, while being sufficiently developed to provide some detail on what is being proposed. This is demonstrated at Chapters 5, 6, 8, 9, 11 and 14 of this report. Consultation feedback has fed into the decision making process and where it has not been appropriate for National Grid to amend the proposals to address the feedback in the context of applicable statute, policy and guidelines the reasons for this are set out within the Consultation Feedback Reports (for Stage One and Two) and this Consultation Report (Stage Three).</p> <p>Consultees at each stage were given sufficient information on that stage of the Project to be able to recognise and understand the impacts.</p>	<p>Further details of each stage of consultation and the information presented are provided in Chapters 5, 6 and 7 of this report.</p>
<p>Paragraph 69</p> <p>Applicants will often also require detailed technical advice from consultees and it is likely</p>	<p>Discussions with expert bodies (including the two relevant local authorities, Natural Resources Wales (and its predecessor bodies), Cadw and the National Trust) have been taking place since the</p>	<p>Further information is provided in Chapters 8, 13 and 14 of this</p>

DCLG Guidance	Comments	Location of further detail
<p>that their input will be of the greatest value if they are consulted when project proposals are fluid, followed up by confirmation of the approach as proposals become firmer. In principle, therefore, applicants should undertake initial consultation as soon as there is sufficient detail to allow consultees to understand the nature of the project properly.</p>	<p>winter of 2011.</p> <p>This Report and Chapter 5 of the Environmental Statement, EIA Consultation (Document 5.5) set out the engagement had with the local authorities and other expert bodies throughout development of the Project. This engagement has led to amendments to the Project design, changes to the surveys, assessments and mitigation in the Environmental Impact Assessment, and informed National Grid's approach, methodology and tools and techniques for engaging with prescribed and non-prescribed consultees and the local community on the Project.</p>	<p>report.</p>
<p>From Paragraph 70</p> <p>To manage the tension between consulting early, but also having project proposals that are firm enough to enable consultees to comment, applicants are encouraged to consider an iterative, phased consultation consisting of two (or more) stages, especially for large projects with long development periods.</p>	<p>The pre-application consultation comprised three main stages, two non-statutory stages (October 2012 and October 2015) and one statutory consultation (October 2016). In addition, input from expert bodies was sought prior to Stage One Consultation and regularly throughout the evolution of the Project.</p>	<p>An outline of the pre-application consultation undertaken is provided in Chapter 3 of this report of this report.</p>
<p>Paragraph 71</p> <p>Where an iterative consultation is intended, it may be advisable for applicants to carry out the final stage of consultation with persons who have an interest in the land once they have worked up their project proposals in sufficient detail to identify affected land interests.</p>	<p>All identified section 44 persons (Persons with an Interest in Land, or PILs) were consulted at the commencement of the statutory Stage Three Consultation in October 2016. This gave such parties early notice of projects, and an opportunity to express their views regarding them. The statutory Stage Three Consultation was carried out at a point at which the project proposals had been developed in sufficient detail to identify affected land interests.</p>	<p>Information on the consultation undertaken with PILs during the statutory Stage Three Consultation is provided in Chapter 9 of this report.</p>
<p>From Paragraph 72</p> <p>The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale</p>	<p>A consultation period was specified for each stage of consultation, providing a deadline for feedback to be submitted. The consultation periods were:</p> <p>Non-statutory Stage One Consultation: 3 October 2012 to 21</p>	<p>Chapters 5, 6 and 7 of this report explain the consultation periods further, and note the</p>

DCLG Guidance	Comments	Location of further detail
<p>of the impacts. The Planning Act requires a consultation period of a minimum of 28 days from the day after receipt of the consultation documents. ...many projects, particularly larger or more controversial ones, may require longer consultation periods than this. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project.</p>	<p>December 2012</p> <p>Non-statutory Stage Two Consultation: 21 October 2015 to 16 December 2015</p> <p>Statutory Stage Three Consultation: 5 October 2016 to 16 December 2016</p> <p>These periods exceeded in each case the statutory minimum of 28 days which applies to consultation formally carried out under the Planning Act 2008. Moreover, following each consultation period National Grid continued to accept feedback until early January the following year to take into account potential delays resulting from Christmas post. The Stage Three Consultation period was agreed with IACC and Gwynedd Council as part of discussions regarding the SoCC. National Grid considers that these consultation periods, and the carrying out of a three-stage consultation process, were realistic and proportionate to the proposed Project.</p>	<p>process for dealing with responses received after the deadlines.</p>
<p>From Paragraph 73</p> <p>Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the Project proposals have changed very substantially.</p> <p><i>[AND]</i></p> <p>From Paragraph 75</p> <p>If the application only changes to a small degree, or if the change only affects part of the development, then it is not necessary for an applicant to undertake a full re-consultation. Instead, the applicant should ensure that all affected statutory consultees and local communities are informed of the changes.</p>	<p>The proposed project did not change very substantially following the statutory Stage Three Consultation; so, it was not necessary to repeat the community wide statutory consultation under section 47 of the Act and as set out in the SoCC.</p> <p>As a result of minor changes such as the location of access tracks and individual pylon locations, further focussed statutory consultation under section 42(b) and section 44 of the Act was undertaken with PILs after the Stage Three Consultation.</p> <p>Largely due to consultation feedback received during Stage Three Consultation, minor amendments were made to the routes proposed for construction traffic. A localised, focussed non-statutory consultation was undertaken in Summer 2017 on the amendments proposed. Following further assessments by the Project team, minor amendments were made to the routes for construction traffic near the tunnel head house in Gwynedd. A localised, focussed non-statutory consultation was undertaken in</p>	<p>Details of the additional statutory consultation with PILs are provided in Chapter 9 of this report, together with how National Grid had regard to the responses received.</p> <p>Details of the Summer 2017 and 2018 non-statutory, localised consultations on construction traffic routes are contained in Chapter 14 of this report, which also</p>

DCLG Guidance	Comments	Location of further detail
	Summer 2018 on the amendments proposed.	describes how National Grid had regard to the responses received.
<p>From Paragraph 74</p> <p>Where a proposed application changes to such a large degree that the proposals could be considered a new application, the legitimacy of the consultation already carried out could be questioned.</p>	<p>This is not applicable. The proposed project did not change to such a large degree that the proposals could be considered a new application following the statutory Stage Three Consultation.</p>	<p>N/A</p>
<p>Paragraph 77</p> <p>Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultation is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the Project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.</p>	<p>Prior to each non-statutory and statutory consultation period, a consultation zone was agreed with the relevant local authorities, to ensure that the consultation process was proportionate to potential impacts of the Project in the relevant areas.</p> <p>National Grid made people aware of the consultation using a variety of methods, including local, regional and national press, posting a project specific dual-language website, provision of a Project email address (Welsh and English) and Freephone number (Welsh and English), and exhibitions along the route of the proposed connection. This variety of methods was proportionate and was able to accommodate anticipated levels of interest in the Project. In addition, any individuals wishing to receive project updates could register with National Grid.</p> <p>National Grid engaged with the two local authorities on consultation methods undertaken as described within Chapters 5, 6 and 7 of this report and during the development of the SoCC (discussed further in Chapter 10 of this report).</p> <p>Largely due to consultation feedback received during Stage Three Consultation, minor amendments were made to the routes proposed for construction traffic. A localised, focussed non-statutory consultation was undertaken in Summer 2017 on the amendments proposed. Following further assessments by the</p>	<p>The processes for agreeing the Consultation Strategies and SoCC, including the consultation zones, are set out in Chapters 5 (Stage One), 6 (Stage Two) and 10 (Stage Three) of this report.</p> <p>A copy of the SoCC is provided in Appendix 32 to this report, which includes the agreed statutory Stage Three Consultation zone.</p> <p>Details of the Summer 2017 and 2018 non-statutory consultation on construction traffic routes are contained in Chapter 14 of this</p>

DCLG Guidance	Comments	Location of further detail
	<p>Project team, minor amendments were made to the routes for construction traffic near the tunnel head house in Gwynedd. A localised, focussed non-statutory consultation was undertaken in Summer 2018 on the amendments proposed.</p> <p>National Grid considers the three stage approach to consultation, (including a mix of engagement activities), and localised consultation on construction traffic routes, to be proportionate to the scale and potential impacts of the Project.</p>	<p>report, which also describes how National Grid had regard to the responses received.</p>
<p>Paragraph 78</p> <p>Applicants are required under section 37 of the Planning Act to produce a consultation report alongside their application, which details how they have complied with the consultation requirements set out in the Act.</p> <p>Paragraph 80</p> <p>Therefore, the consultation report should:</p> <ul style="list-style-type: none"> • Provide a general description of the consultation process undertaken, which can helpfully include a timeline; • Set out specifically what the applicant has done in compliance with the requirements of the Planning Act, relevant secondary legislation, this guidance, and any relevant policies, guidance or advice published by government or the inspectorate; • Set out how the applicant has taken account of any response to consultation with local authorities on what should be in the applicant's SoCC; 	<p>Addressing each of the bullet points in turn:</p> <ul style="list-style-type: none"> • Chapter 3 of this report provides an overview of the consultation undertaken. • Tables 4.1 to 4.3 demonstrate National Grid's compliance with the Planning Act 2008, DCLG Guidance and Planning Inspectorate Advice Note Fourteen. • Chapter 10 of this report, Tables 10.1 and 10.2 demonstrate how National Grid has taken account of feedback from IACC and Gwynedd Council on the SoCC prior to its publication. • Chapters 8, 9 and 11 of this report summarise the responses received to the statutory Stage Three Consultation and how National Grid has had regard to the feedback provided. These chapters also set out how the application has been influenced by the comments received. • A summary of the feedback received during Stage One and Stage Two consultations and an explanation of how it influenced the Project design is contained in Chapters 5 and 6 of this report. • Where feedback suggested changes to the Project an explanation is provided in Chapters 8, 9 and 11 of this report as to whether it could appropriately be accommodated or not. 	<p>See Chapters highlighted under the 'Comments' column.</p>

DCLG Guidance	Comments	Location of further detail
<ul style="list-style-type: none"> • Set out a summary of relevant responses to consultation (but not a complete list of responses); • Provide a description of how the application was influenced by those responses, outlining any changes made as a result and showing how significant relevant responses will be addressed; • Provide an explanation as to why responses advising on major changes to a project were not followed, including advice from statutory consultee on impacts; • Where the applicant has not followed the advice of the local authority or not complied with this guidance or any relevant advice note published by the inspectorate, provide an explanation for the action taken; • Be expressed in terms sufficient to enable the Secretary of State to fully understand how the consultation process has been undertaken and significant effects addressed. However, it need not include full technical explanations of these matters. 	<ul style="list-style-type: none"> • All advice notes and guidance has been followed in producing this document to enable the Secretary of State to fully understand the consultation process undertaken. Chapter 13 of this report contains a summary of the consultation undertaken with regard to the Environmental Impact Assessment (EIA) and how potential likely significant effects of the Project have been addressed. 	
<p>Paragraph 81</p> <p>It is good practice that those who have contributed to the consultation are informed of the results of the consultation exercise; how the information received by applicants has been used to shape and influence the Project; and how any outstanding issues will be addressed</p>	<p>All those who were consulted during non-statutory stages in 2012 and 2015 and who registered interest were kept updated on future Project announcements.</p> <p>The Stage One Consultation Feedback Report was published in January 2015, and the Stage Two Consultation Feedback Report was published in June 2016. These reports contained the results of the respective consultation periods, how the information received</p>	<p>The Stage One and Stage Two Consultation Feedback Reports are provided in Appendix 2 and 11 to this report respectively. Information on how feedback received at</p>

DCLG Guidance	Comments	Location of further detail
<p>before an application is submitted to the Inspectorate.</p>	<p>by National Grid had been or was intended to be used, and how any outstanding issues would be addressed before an application is submitted to PINS.</p> <p>In 2017, following the Stage Three Consultation, a Spring Newsletter was issued to those who responded to the consultation with feedback, together with stakeholder organisations and elected representatives. The update provided an overview of the feedback that was received in response to the consultation and some of the issues that were raised, followed by an explanation of the next steps for the Project as the application proceeded towards submission.</p> <p>National Grid has, following Stage Three Consultation and in advance of the DCO application, been engaging with a number of stakeholders to draft Statements of Common Ground, setting out any outstanding and unresolved issues and the approaches being taken to address these where appropriate in the context of applicable statute, policy and guidelines.</p> <p>This Consultation Report demonstrates how regard has been had to the feedback received at all stages of consultation (Chapters 7 to 11 focus on the Stage Three Consultation) and explains changes made to the Project as a result. Where appropriate, National Grid provided individual responses to matters raised.</p>	<p>these stages influenced the Project is contained in Chapter 5 and 6 of this report.</p> <p>Chapters 8, 9 and 11 of this report explain how information received by National Grid in response to the Stage Three Consultation has been used to shape and influence the Project.</p> <p>How National Grid had regard to feedback received outside the consultation periods is detailed in Chapters 5, 6 and 14 of this report.</p>
<p>Paragraph 82</p> <p>As with the consultation itself, it is likely that different audiences will require different levels of information. The local community may be particularly interested in what the collective view of the community is and how this has been taken into account. Consultees with highly technical interests may seek more detailed information on what impacts and risks have</p>	<p>Consultation material was produced to reflect the audiences with whom National Grid was consulting. For example, during the statutory Stage Three Consultation the Project Newsletter and Overview document were produced as an easy access overview of the Project to date for any consultee who did not have a technical knowledge or interest in the Project. For consultees requiring more technical information the PEIR provided a snapshot of the environmental survey work and assessment work that had taken place to date. Detailed technical reports were also published, describing the process undertaken and decisions made during the</p>	<p>Chapter 11 of this report provides summaries of the feedback received from communities to the statutory Stage Three Consultation period; and Chapters 8 and 11 of this report detail the feedback received from</p>

DCLG Guidance	Comments	Location of further detail
<p>been identified, and how they are proposed to be mitigated or managed.</p>	<p>design of the Project.</p> <p>Within this report, feedback from the community has been grouped into 'themes' and reported on that basis. Responses from the prescribed consultees and non-prescribed organisations are reported on an individual basis.</p>	<p>prescribed and non-prescribed consultees.</p>
<p>Paragraph 83</p> <p>The consultation report may not be the most appropriate format in which to respond to the points raised by various consultee groups and bodies. Applicants should therefore consider producing a summary note in plain English for the local community setting out headline findings and how they have been addressed, together with a link to the full consultation report for those interested. If helpful, this could be supplemented by events in the local area.</p>	<p>An executive summary is located at the front of this document, which has also been translated in to Welsh (Document 8.8).</p> <p>A summary account of responses received, and how these have been considered throughout the development of the Project is provided within this Consultation Report, which has been split into feedback received on geographic sections of the Project to aid the reader in locating the parts of this Report most relevant to them.</p>	<p>Chapters 9 and 11 of this report provide summaries of the feedback received to the statutory Stage Three Consultation period from PILs and communities respectively. Chapters 8 and 11 of this report detail the feedback received from prescribed and non-prescribed consultees respectively.</p>
<p>Paragraph 84</p> <p>A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual</p>	<p>As part of the design process and assessment of effects, all feedback received during the consultation stages has been considered and taken into account. Where feedback has been technical in nature, additional meetings and/or correspondence has been undertaken where appropriate, which has informed the Project design and content of the Environmental Statement (or other documents as appropriate). This report explains how feedback received has been taken into account, cross-referring to more detailed information contained in other documents such as the EIA Consultation Chapter of the Environmental Statement where appropriate (Document 5.5).</p> <p>The consultee responses received did not identify any bodies or</p>	<p>A list of organisations consulted at Stage Three is contained in Appendix 15 to this report.</p>

DCLG Guidance	Comments	Location of further detail
basis.	organisations that were not already consulted during the Stage Three Consultation.	
<p>From Paragraph 90</p> <p>At an early stage the applicant needs to either inform the Secretary of State of their intention to submit an environmental statement along with its application, or where the developer is unsure whether an environmental statement is needed, that they intend to seek a screening opinion.</p>	<p>National Grid identified that the Project requires Environmental Impact Assessment (EIA) during the pre-application stage, and submitted a Scoping Opinion request to PINS on 23 May 2016. The section 47 notice published at the start of the Stage Three Consultation (and appended to the section 46 notice to PINS) stated that: <i>The findings of the EIA will be set out in an Environmental Statement (ES) which will accompany our consent application(s)</i>. Thus PINS were aware at an early stage that National Grid intended to submit an Environmental Statement along with the DCO application.</p>	<p>A copy of the section 46 notice is provided in Appendix 19 to this report, and a copy of the section 47 notice is provided in Appendix 20 to this report.</p>
<p>From Paragraph 91</p> <p>For major infrastructure projects, the environmental impact assessment process is governed by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. These Regulations make the pre-application publicity and consultation requirements for the environmental impact assessment process consistent with those of the Planning Act:</p> <p>Regulation 10 – the SoCC must state whether the Project falls within the scope of the Directive, and if it does, how will the PEI be publicised and consulted on;</p> <p>Regulation 11 - publicity of project proposals under section 48 of the Planning Act must encompass the requirements of the Environmental Impact Assessment process.</p>	<p>The SoCC as published set out that the proposals constitute Environmental Impact Assessment development under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended), and therefore an environmental statement would be prepared alongside the DCO application.</p> <p>The SoCC also explained the purpose of the PEIR and how the technical reports, including the PEIR, would be consulted upon. It detailed the publicity undertaken to ensure that the consultation (including the PEIR) was publicised. Further detail can be found in the final SoCC contained in Appendix 32 of this report.</p> <p>The section 48 notice as published complies with the requirements of the Infrastructure Planning EIA Regulations 2009. Regulation 11 letters were issued to all Regulation 9 parties with a copy of the section 48 notice.</p>	<p>A copy of the SoCC is provided in Appendix 32, and a copy of the Regulation 11 letters and section 48 notice contained in Appendices 17 and 21 respectively to this report.</p> <p>Further details on the SoCC are provided in Chapter 10, and on the section 48 notice in Chapter 12 of this report.</p>

DCLG Guidance	Comments	Location of further detail
<p>Paragraph 92</p> <p>To ensure consultation is meaningful, the pre-application consultation process for major infrastructure projects encourages applicants to give consultees as much information as possible on the characteristics of the proposed project. However, it may not be possible for applicants to share their environmental statements during the consultation process. It may also not be the most appropriate way to present the potential environmental impacts and mitigation steps.</p>	<p>National Grid included a Preliminary Environmental Information Report (PEIR) in the documents published for the purposes of the Stage Three Consultation to give consultees as much information as possible on the characteristics of the Project. In line with PINS Advice Note 7 (March 2015), National Grid used professional judgement to determine an appropriate level of detail and the type of the PEIR taking account of the:</p> <ul style="list-style-type: none"> • <i>“stage in the design process the consultation was carried out;</i> • <i>the target audience; and</i> • <i>the complexity of the proposed development and the receiving environment”.</i> <p>In this way National Grid ensured that the PEIR contained sufficient information to enable both technical and non-technical consultees to develop an informed view of the likely significant environmental effects of the proposed development and to provide detailed comments on the design and mitigation proposed, as appropriate for that stage.</p> <p>To aid engagement by the public, the PEIR was presented by section of the route to allow readers to focus on potential effects in geographical areas. Chapter 21 of the PEIR provided a summary of the environmental baseline and potential effects by section of the route, and a non-technical summary of the PEIR was also published.</p> <p>The PEIR was available to view online, on the Project USB memory stick and hard copies were provided at each of the consultation events.</p>	<p>Information on the documents available at each event and the information points is provided in Chapter 10 of this report.</p>
<p>Paragraph 93</p> <p>For the pre-application consultation process,</p>	<p>The PEIR provided detailed information on the environmental assessments undertaken at that time. A non-technical summary of the PEIR was provided which was accessible to non-specialist</p>	<p>Information on the documents available at each event and the</p>

DCLG Guidance	Comments	Location of further detail
<p>applicants are advised to include sufficient preliminary environmental information to enable consultees to develop an informed view of the Project. The information required may be different for different types and sizes of projects. It may also vary depending on the audience of a particular consultation. The preliminary environmental information is not expected to replicate or be a draft of the environmental statement. However, if the applicant considers this to be appropriate (and more cost-effective), it can be presented in this way. The key issue is that the information presented must provide clarity to all consultees. Applicants should be careful not to assume that non-specialist consultees would not be interested in any technical environmental information. It is therefore advisable to ensure access to such information is provided during all consultations. The applicant's Statement of Community Consultation must include a statement about how the applicant intends to consult on preliminary environmental information.</p>	<p>consultees.</p> <p>The PEIR was available for review and comment on National Grid's website, at reference locations and events, and on USB memory sticks during and following the statutory Stage Three Consultation. Further details are provided in Chapter 10 of this report.</p> <p>The PEIR provided sufficient information to enable consultees to develop a clear and informed view of the Project irrespective of their degree of interest in detailed technical environmental information.</p> <p>The SoCC explained how National Grid intended to consult on the PEIR as part of the Stage Three Consultation. A copy of the final SoCC is provided in Appendix 32 to this report.</p>	<p>information points is provided in Chapter 10 of this report.</p> <p>A copy of the final SoCC is provided in Appendix 32 to this report.</p>
<p>Paragraph 95</p> <p>When considering whether a project has the potential to significantly affect the integrity of certain European protected wildlife sites, the applicant must provide a report which should include the site(s) that may be affected, together with sufficient information to enable the Secretary of State, as decision maker, to conclude whether an appropriate assessment is required, and, if so, to undertake such an</p>	<p>National Grid has undertaken a Habitats Regulations Assessment (HRA) in consultation with Natural Resources Wales (NRW), and produced a Habitats Regulations Assessment Report as part of the DCO application, Document 5.23. The Habitats Regulations Assessment Report has sufficient information to enable the Secretary of State to conclude whether an appropriate assessment is required, and, if so, to undertake such an assessment for the purposes of those Regulations.</p>	<p>A Habitats Regulations Assessment Report has been submitted as part of the DCO application (Document 5.23).</p>

DCLG Guidance	Comments	Location of further detail
assessment.		
<p>Paragraph 96</p> <p>It is the applicant's responsibility to consult with the relevant statutory bodies and, if they consider it necessary, with any relevant non-statutory nature conservation bodies, in order to gather evidence for such a report (to support a Habitats Regulations Assessment). This consultation should take place as early as possible in the pre-application process. One way of doing this is for an applicant to agree an evidence plan. The Planning Inspectorate can also comment on the applicant's draft report in advance of formal submission of the application if it is provided in good time. Further advice on Habitats Regulations Assessments for major infrastructure projects is available from the Inspectorate's Advice Note 10.</p>	<p>National Grid has been engaging with Natural Resources Wales regarding the Habitats Regulations Assessment (HRA) since July 2017 and their comments have been reflected where appropriate. This engagement is detailed further in the Habitat Regulations Assessment Report which is provided in Volume 5 of the DCO application (Document 5.23), and Appendix 5.3 of the ES (Document 5.5.2.3).</p>	<p>A Habitats Regulations Assessment Report has been submitted as part of the DCO application (Document 5.23).</p>

Table 4.3: How National Grid has complied with all elements of PINs Advice Note Fourteen: Compiling the Consultation Report (April 2012)

PINs Advice Note 14 Guidance	Comments and location of further detail
<p>Introduction, page 2</p> <p>The Consultation Report should draw together:</p> <ul style="list-style-type: none"> - An account of the statutory consultation, publicity, deadlines set, and community consultation activities undertaken by the applicant at the pre-application stage under sections 42, 47 and 48; - A summary of the relevant responses to the separate 	<p>Chapters 7, 10 and 12 of this report provide an account of the statutory Stage Three Consultation under sections 42, 47 and 48 of the Act.</p> <p>Chapters 8, 9 and 11 of this report provide a summary of the responses to the statutory Stage Three Consultation and explain how National Grid has taken account of the responses received in developing the application from proposed to final form.</p> <p>Chapters 5 and 6 provide an account of the non-statutory stages of consultation</p>

PINs Advice Note 14 Guidance	Comments and location of further detail
<p>strands of consultation; and</p> <ul style="list-style-type: none"> - The account taken of responses in developing the application from proposed to final form, as required by section 49(2). 	<p>(Stage One and Stage Two) and summarise the responses received to each of these public consultations. How National Grid had regard to the consultation responses prior to submission of the DCO application is also set out.</p>
<p>Introduction, page 2</p> <p>Capture and reflect upon all of the responses received from the three different strands of consultation and publicity set out in section 37.</p>	<p>Chapters 8, 9 and 11 of this report capture and reflect on all the responses received during the statutory Stage Three Consultation period under sections 42 and 47 of the Act as follows:</p> <ul style="list-style-type: none"> - Chapter 8: Section 42 Consultation with Prescribed Consultees, Statutory Undertakers and Local Authorities - Chapter 9: Section 42 Consultation with Persons with an Interest in Land (PILs) - Chapter 11: Section 47 Consultation with the Local Community (including non-prescribed organisations) <p>Publicising the application was carried out in accordance with section 48 of the Act, which is described in Chapter 12. A copy of the section 48 notice is provided in Appendix 21.</p> <p>As might be expected, no responses were received that specifically identified themselves as being in response to the Section 48 statutory publicity, which in any event directed readers of that publicity to the same consultation materials as those provided to inform consultation responses pursuant to Sections 42, 44 and 47. Responses received further to published section 48 notices are captured and reflected upon in Chapters 8, 9 and 11, alongside the responses received under sections 42 and 47 of the Act.</p>
<p>Introduction, page 2</p> <p>Explain how the developer has met its duty under section 49 in the preparation of the application to have regard to the views expressed. The consultation itself should be carried out in a way that allows the submission of a robust and detailed report at application stage.</p>	<p>As set out in this Report, National Grid has complied with its duty under section 49 of the Act to have regard to responses to consultation under sections 42, 47 and 48 of the Act when deciding whether the application that it was actually to make should be in the same terms as the proposed application. Chapters 8, 9 and 11 summarise the feedback received from the statutory consultation, how National Grid had regard to the responses and any Project changes made. Moreover, Chapters 5 and 6 summarise the same information for consultation Stages One and Two and how National Grid has had regard to the responses received.</p>

PINs Advice Note 14 Guidance	Comments and location of further detail
	The structure of the Consultation Report was considered and planned parallel to the organisation of the statutory consultation to ensure the information and feedback gathered during consultation could be presented in a robust and detailed manner within the Consultation Report. More information on the data analysis is set out within Section 3.14 of this report. This explains how the feedback was organised into themes and sub-themes which fed through to the writing of the Consultation Report.
Introduction, page 2 Capture non-statutory or ‘informal’ consultation that takes place outside the requirements of the 2008 Act.	Chapters 5 and 6 of this report detail the non-statutory pre-application consultation that took place on the Project outside of the requirements of the Act. Details of the Summer 2017 and 2018 non-statutory, localised consultations on construction traffic routes are contained in Chapter 14 of this report, which also describes how National Grid had regard to the responses received.
Explain where DCLG guidance has not been followed in terms of the pre-application consultation.	National Grid considers it has complied with DCLG guidance on the pre-application process as listed in Table 4.2 .
Explanatory text, page 3 Provision of a quick reference guide, summarising all the consultation activity in chronological order.	Table 1.1 and Chapter 3 of this report provide a quick reference guide summarising all consultation activity (non-statutory and statutory) in chronological order that has taken place on the Project.
Explanatory text, page 3 Explanatory text should set the scene and provide an overview and narrative of the whole pre-application stage as it relates to the particular project.	Chapter 3 of this report provides an overview of all the pre-application consultation stages related to the Project.
Explanatory text, page 3 Set out the wider historical context where national infrastructure projects have evolved over an extended period of time, perhaps with previous incarnations not coming to fruition for one reason or another. Give a brief description of any historic consultation activity including any information available about the scale and nature of the response at that time.	Chapter 2 of this report sets out the evolution of the Project from its inception to DCO application. Chapter 3 of this report provides an overview of all the pre-application consultation stages on the Project.

PINs Advice Note 14 Guidance	Comments and location of further detail
<p>Consultation with the prescribed consultees (section 42), page 3</p> <p>A full list of prescribed consultees should be provided as part of the Consultation Report.</p> <p>Explain where the prescribed consultees have been consulted on multiple occasions.</p> <p>Justify any instance where the applicant’s list of prescribed consultees varies from the list of organisations set out in Schedule 1 of the APFP Regs 2009.</p> <p>Follow the order in which the consultees are presented in the list of organisations set out in Schedule 1 of the APFP Regs.</p>	<p>The full list of prescribed consultees as set out in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) is provided in Table 8.1, in the order in which the consultees are presented in the Schedule. This table sets out where National Grid departed from the list of Schedule 1 prescribed consultees and the appropriate reasons for doing so.</p> <p>Relevant prescribed consultees were written to on 4 October 2016, at the commencement of the statutory Stage Three Consultation on 5 October 2016 and consultation documentation was provided at this time.</p> <p>Appendix 15 to this report contains a list of non-prescribed consultees consulted during the statutory Stage Three Consultation process.</p> <p>Organisations consulted during Stage One and Stage Two Consultation are listed in the associated Consultation Feedback Reports in Appendix 2 and 11 to this report.</p>
<p>Consultation with the prescribed consultees (section 42), page 3</p> <p>Description of how section 43 of the Act has been applied in order to identify the relevant local authorities, supported by a map.</p>	<p>The application of section 43 of the Act and A, B, C and D authorities (as defined in that section) contacted during statutory Stage Three Consultation are described in Chapter 7 of this report.</p>
<p>Consultation with the prescribed consultees (section 42), page 3</p> <p>Section 44 parties to be identified as a distinct element of the wider section 42 consultation.</p>	<p>Diligent inquiry was undertaken to identify persons to be consulted for the purposes of sections 42 and 44 of the Act and to produce a Book of Reference. Further information on how PILs were identified is included in Chapter 9 of this report. The Book of Reference is provided at Document 3.3.</p> <p>Due to changes in landownership, additional PILs were identified following the statutory Stage Three Consultation. Section 9.16 of this report also provides further information on these additional PILs who were consulted under section 42 of the Act after the close of the statutory Stage Three Consultation.</p> <p>Chapter 9 of this report sets out the section 44 responses received, together with an explanation of how National Grid had regard to the feedback. This is separate to the wider section 42 consultation responses which are dealt with in Chapter 8 of</p>

PINs Advice Note 14 Guidance	Comments and location of further detail
<p>Consultation with the prescribed consultees (section 42), page 4</p> <p>Highlight in the consolidated list of prescribed consultees the consultees who are also included in the book of reference for compulsory acquisition purposes.</p>	<p>this report.</p> <p>National Grid seeks both permanent and temporary powers in the draft DCO to construct, operate, and maintain the Proposed Development. For these purposes, National Grid requires the compulsory acquisition of land, and rights over land, and powers for the temporary use of land for dismantling, construction, operation and maintenance. The draft DCO includes the following powers that relate to compulsory acquisition:</p> <ul style="list-style-type: none"> • Class 1 – Compulsory Acquisition of Land; • Class 2 – Compulsory Acquisition of Land more than 9 metres beneath the surface only; • Class 3 – compulsory acquisition of rights for the authorised development (which it looks like we are seeking to secure across all land within the order limits); • Class 4 – compulsory acquisition of rights of access; • Class 5 – temporary use for construction, mitigation, maintenance and dismantling; and • Class 6 – temporary use for access. <p>The following prescribed consultees are included in the Book of Reference as being subject to one of the classes of compulsory acquisition identified above:</p> <ul style="list-style-type: none"> • Welsh Government; • Natural Resources Wales; • Isle of Anglesey County Council; • Gwynedd Council; • Llanbadrig Community Council; • Network Rail; • BT Plc;

PINs Advice Note 14 Guidance	Comments and location of further detail
	<ul style="list-style-type: none"> • First Hydro Company; • Horizon Nuclear Power Services Ltd; • Magnox; • National Grid Electricity Transmission Plc; • National Grid Plc; • Welsh Water (Dwr Cymru); • North & Mid Wales Trunk Road Agency; • SP Energy Networks; • Crown Estate. <p>It is recognised that the exercise of powers over any interest in land belonging to a Crown entity is subject to further negotiation and bilateral agreement with that entity.</p>
<p>Statement of community consultation (SoCC) process (section 47), page 4</p> <p>Provide a summary of the rationale behind the SoCC methodology.</p>	<p>Chapter 10 of this report provides a summary of the rationale behind the SoCC.</p>
<p>Statement of community consultation (SoCC) process (section 47), page 4</p> <p>Evidence demonstrating which local authorities were consulted on draft SoCC content, what the local authority comments were, confirmation of timescales provided for feedback, and description of how the applicant had regard to local authority comment.</p>	<p>Chapter 10 of this report details that IACC and Gwynedd Council (as the relevant local authorities) were consulted on the content of the draft SoCC in accordance with section 47 of the Act. Chapter 10 confirms the timescales provided for feedback and how National Grid had regard to the comments made by the local authorities.</p>
<p>Statement of community consultation (SoCC) process (section 47), page 4</p> <p>Copies of the published SoCC as it appeared in the local</p>	<p>Appendix 32 to this report contains a copy of the SoCC as published.</p> <p>Chapter 10 of this report confirms the local newspapers in which the SoCC notice was published and corresponding dates. A copy of the notice in the North Wales</p>

PINs Advice Note 14 Guidance	Comments and location of further detail
press should be provided along with confirmation of which local newspapers it was published in and when.	Chronicle is provided in Appendix 21 to this report.
Statement of community consultation (SoCC) process (section 47), page 4 Explain/justify where there were any inconsistencies with the SoCC, for example where additional activities took place that were not included in the SoCC.	Consultation was carried out in accordance with the SoCC. Chapter 10 of this report describes the requirements contained in the SoCC and how National Grid carried out consultation in accordance with the SoCC during the statutory Stage Three Consultation.
Statement of community consultation (SoCC) process (section 47), page 4 Set out the relevant local authorities' views about any changes made to the consultation methodology that were not dealt with by way of a review of the SoCC.	Comments were received from IACC and Gwynedd Council on the draft SoCC and National Grid responded to the comments received. Further comments were received from IACC, to which National Grid also responded. The SoCC was amended as appropriate, having regard to all comments from IACC and Gwynedd Council, prior to the formal SoCC being published. Appendices 30 and 31 of this report contain correspondence to and from IACC and Gwynedd Council responding to comments raised on the draft SoCC. Appendix 32 to this report contains the Final SoCC.
Statutory publicity (section 48), page 4 A copy of the section 48 notice as it appeared in the local and national newspapers, together with a description of where the notice was published and confirmation of the time period given for responses.	Appendix 21 to this report provides a copy of the section 48 notice as published. Details of National Grid's compliance with section 48 of the Act are set out in Chapter 12 of this report, including the local and national newspapers in which the notice was published and confirmation of the time period given for responses.
Statutory publicity (section 48), page 4 Confirm the section 48 notice was sent to the prescribed consultees at the same time as the notice was published.	Details of National Grid's compliance with section 48 of the Act are set out in Chapter 12 of this report. Prescribed consultees identified within Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) were sent a letter on 4 October 2016 at the start of the statutory Stage Three Consultation, which included a USB memory stick copy of the consultation documents, a hard copy of the Newsletter, and the section 48 notice. A copy of the section 48 notice is provided in Appendix 21 to this report.
Statutory publicity (section 48), page 4	A description of the statutory Stage Three Consultation materials and access

PINs Advice Note 14 Guidance	Comments and location of further detail
<p>Provide a description of the consultation material used and how the prescribed consultees were able to access it.</p>	<p>methods can be found in Chapter 10 of this report.</p> <p>Prescribed consultees identified within Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) were sent a letter on 4 October 2016 at the start of the statutory Stage Three Consultation, which included a USB memory stick copy of the consultation documents, a hard copy of the Newsletter, and the section 48 notice.</p> <p>Consultees were also able to access the consultation materials online, or in hard copy at the inspection locations, at exhibition events, and on request by contacting National Grid.</p>
<p>Non-statutory 'informal' consultation, page 4</p> <p>Indicate and identify separately in the report any consultation undertaken outside of the requirements of the Act.</p>	<p>The Stage One October 2012 and Stage Two October 2015 consultations were 'non-statutory' pre-application rounds of consultation undertaken outside of the requirements of the Act. Details of these stages of consultation are provided in Chapters 5 and 6 of this report, including summaries of the responses received to each of these public consultations and details of how National Grid had regard to the consultation responses prior to submission of the DCO application.</p> <p>Details of the Summer 2017 and 2018 non-statutory, localised consultations on construction traffic routes are contained in Chapter 14 of this report, which also describes how National Grid had regard to the responses received.</p>
<p>EIA Regulations consultation, page 5</p> <p>Include a description of the consultation undertaken as part of the EIA regime as a separate part of the report.</p>	<p>As a separate part of the report, Chapter 13 describes the consultation steps undertaken pursuant to the EIA Regulations.</p>
<p>Issues led approach, page 5</p> <p>If appropriate, group responses under headline issues. Where this approach has been adopted identify and explain this approach, including any safeguards and cross checking.</p>	<p>Responses provided by the local community, businesses, Members of Parliament and Assembly Members have been summarised under headline themes in Chapter 11 of this report. Separately, responses provided by prescribed consultees and other organisations have been summarised under headline themes within a series of individual tables, one for each organisation, in Chapters 8 and 11 respectively. Responses provided by PILs have been summarised under headline themes in Chapter 9 of this report.</p> <p>The approach taken and method used is explained further in Chapter 3 of this report, which sets out the safeguards and cross checking used.</p>

PINs Advice Note 14 Guidance	Comments and location of further detail
<p>Summary of responses, page 5</p> <p>A list of the individual responses received should be provided and categorised in an appropriate way.</p>	<p>Tables 8.1 and 11.1 detail the responses received during the statutory Stage Three Consultation from prescribed consultees and non-prescribed organisations respectively. Local authorities are listed in Section 8.3 of this report. Responses from persons with an interest in land (PILS) and the local community are described in Chapters 9 and 11 of this report respectively. A summary of all responses is provided in Chapter 10 of this report.</p>
<p>Summary of responses, page 5</p> <p>Advise that applicants group responses under three strands of consultation:</p> <ul style="list-style-type: none"> - section 42 prescribed consultees (including sections 43 and 44) - section 47 community consultees - section 48 responses to statutory publicity. <p>Make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form or scale of the scheme itself, or to mitigation or compensatory measures proposed, or have led to no change.</p>	<p>Responses received have been grouped under:</p> <ul style="list-style-type: none"> • Section 42 prescribed consultees, including local authorities under section 43 (Chapter 8 of this report). • Section 44 PILs, under section 42 (Chapter 9 of this report). • Section 47 community consultees (Chapter 11 of this report) <p>Each of the above categories includes any responses that were received as a result of the section 48 statutory publicity. As might be expected, no responses were received that specifically identified themselves as being in response to the Section 48 statutory publicity, which in any event directed readers of that publicity to the same consultation materials as those provided to inform consultation responses pursuant to sections 42, 44 and 47.</p> <p>Responses from prescribed consultees, non-prescribed organisations and PILs have been summarised in tables, which include a column that identifies whether a change has been made to the Project as a result of the feedback received. This is indicated by way of a 'yes' or a 'no', followed by further detail of National Grid's response. 'N/A' has also been used to indicate where the response does not request or anticipate a change to the scheme, to mitigation or to compensatory measures proposed.</p> <p>Where consultation responses have been summarised under headings rather than in tables, responses that have led to changes to matters such as siting, route, design, form or scale of the scheme itself, or to mitigation or compensatory measures proposed, are clearly indicated.</p>
<p>Summary of responses, page 5</p> <p>Include a summary of responses by appropriate category</p>	<p>As set out in the row above, information is provided within Chapters 8, 9 and 11 to, where it is the case, set out where a response has not led to a change to the</p>

PINs Advice Note 14 Guidance	Comments and location of further detail
<p>and explain the reason why responses have led to no change, including where responses have been received after deadlines set by the applicant.</p>	<p>Project and the reasons why. These chapters also detail responses received up to and including 6 January 2017, to ensure that no postal responses were excluded because of delays in the postal system.</p> <p>Feedback received after 6 January 2017 was reviewed by the Project team and has been documented in Chapter 14, with the exception of ongoing engagement with PILs which is described and detailed in Section 9.16 of this report.</p>
<p>Summary of responses, page 5</p> <p>While it is advisable for applicants to seek to resolve as many areas of disagreement and concern with consultees as possible, it is recognised that this is not always possible. It is important that where a resolution has not been reached, the reasons why are set out clearly in the summary.</p>	<p>Through this report National Grid has sought to provide a response to the themes raised during the pre-application consultation process.</p> <p>Statements of Common Ground are underway with a number of stakeholders, to cover any outstanding and unresolved issues.</p>
<p>Phased approach, page 5</p> <p>Where a phased approach to consultation was undertaken then this can be reflected in the structure of the report and in the summary of responses. For example, it may be advisable to have a separate commentary and summary schedule of responses sheet for each phase of consultation carried out.</p>	<p>This report has separate sections on the two stages of non-statutory consultation carried out prior to the statutory Stage Three Consultation. Details of these non-statutory stages of consultation are provided respectively in Chapters 5 (Stage One) and 6 (Stage Two) of this report. Chapters 7 to 12 provide of this report details of the statutory Stage Three Consultation.</p>
<p>Data protection, page 6</p> <p>Ensure that the addresses and other contact information of private individuals are treated appropriately within the context of this statutory process, e.g. ensure it has been fully redacted.</p>	<p>All responses have been fully redacted to ensure confidentiality of addresses and contact details.</p>

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Part B:
Non-statutory
Pre-application
Consultation
(Stages One and Two)

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5. NON-STATUTORY STAGE ONE CONSULTATION

5.1 Introduction

5.1.1 This chapter of the Report sets out the engagement undertaken by National Grid prior to and in preparation for the Stage One Consultation, including the development of a Consultation Strategy. This is followed by an overview of the activities undertaken as part of the Stage One Consultation, a summary of the feedback received to the consultation and a description of how National Grid took it in to account.

5.1.2 Also included within this chapter is a summary of the ongoing engagement undertaken by National Grid following the Stage One Consultation, an overview of feedback received during the period up to the start of the Stage Two Consultation and how that feedback was considered by National Grid.

5.2 Engagement Activities Prior to and in Preparation for Stage One Consultation

5.2.1 During the period from summer 2010 to summer 2012, early engagement took place with a number of stakeholder organisations (listed below).

5.2.2 This activity provided National Grid with the opportunity to:

- provide an overview of National Grid's role in the energy industry;
- build understanding as to Wales' and the rest of the UK's need for new secure and reliable energy supplies while at the same time tackling climate change;
- provide a background to the North Wales Connection Project; and
- explain how National Grid is proposing to connect new low carbon energy in North Wales to the electricity network.

Pre-consultation activities

Briefings with stakeholders

5.2.3 Meetings and briefings were held with North Wales Members of Parliament (MPs), Assembly Members (AMs), Isle of Anglesey County Council and Gwynedd Council.

5.2.4 Other relevant stakeholders also briefed at this stage were:

- Cadw;
- Campaign for Protection of Rural Wales (CPRW);
- Country Land & Business Association;
- Countryside Council for Wales (CCW);
- Environment Agency for Wales;
- Farmers Union Wales;
- Gwynedd Archaeological Trust;
- Gwynedd Council;
- Isle of Anglesey County Council;

- Magnox North ;
- Ministry of Defence (MoD) – Defence Estates;
- National Trust;
- NFU Wales;
- Ofgem Wales;
- Snowdonia National Park Authority; and
- Welsh Assembly Government.

Anglesey Show

- 5.2.5 National Grid attended the Anglesey Show in 2010 and 2011 in order to engage with the public and to provide information on its work. The county show is one of the largest community events held in the region and attracts approximately 60,000 visitors across two days.

Supporting Horizon Nuclear Power's events

- 5.2.6 National Grid attended ten Horizon Nuclear Power public engagement events in November 2010. Additionally, National Grid attended Horizon Nuclear Power's monthly open surgeries throughout 2011 and 2012 in order to engage with the public and to provide information on its work.

The Anglesey Energy Island Programme

- 5.2.7 National Grid attended regular meetings with Anglesey Energy Island Programme representatives to discuss the North Wales Connection Project, its progress and consultation approach throughout the period 2010-2011.

Stage One Consultation Strategy

- 5.2.8 National Grid's work between Wylfa and Pentir is classified as a Nationally Significant Infrastructure Project (NSIP) under the planning process set out in the Planning Act 2008.
- 5.2.9 Section 47(1) of the Act requires applicants to 'prepare a statement setting out how the applicant proposes to consult, about the proposed application, with people living in the vicinity of the land' – known as a Statement of Community Consultation (SoCC).
- 5.2.10 However, due to the range of options being considered at this stage of the Project, National Grid decided it would not be appropriate for the Stage One Consultation to be treated as statutory pre-application consultation. So, for its Stage One Consultation, National Grid produced a Consultation Strategy appropriate to such non-statutory consultation rather than the formal SoCC that would follow in relation to statutory Stage Three Consultation.
- 5.2.11 National Grid developed its Consultation Strategy with the relevant local authorities, Isle of Anglesey County Council and Gwynedd Council (as described in paragraphs 5.2.13 and 5.2.14 below). The Consultation Strategy explained the community consultation National Grid would undertake with the local communities in Anglesey and North Gwynedd. The purpose of the Consultation Strategy was to help members of the community understand how they could take part in National Grid's Stage One Consultation.

Informing the Consultation Strategy

- 5.2.12 To help inform its approach, methodology and techniques for engaging with the local community and stakeholder organisations, National Grid undertook a series of activities that helped it develop how its consultation was planned. These included:

- 5.2.13 **Local authorities:** National Grid worked closely with officers from the Isle of Anglesey County Council (IACC) and Gwynedd Council on the development of its Consultation Strategy. Initial meetings were held with officers from both local authorities to inform the approach, methodology and techniques for engaging with the local community and stakeholder organisations.
- 5.2.14 National Grid considered the information received from local authorities to shape its overall approach to consultation including the identification of consultation zones (described further in **Section 5.3** of this report) and suitable engagement techniques, as well as ensuring an appropriate geographical spread of public exhibitions.
- 5.2.15 A copy of the Consultation Strategy is available in **Appendix 1** to this report.
- 5.2.16 **Public awareness survey:** In August 2011, National Grid commissioned an independent survey targeting 500 randomly selected respondents across Anglesey to undertake a telephone survey. This was to gain insight into the views of people living in North Wales on low carbon energy projects, both nationally and in North Wales.
- 5.2.17 It was designed to assess the baseline level of understanding and knowledge about the electricity transmission network and the role of National Grid. It was also used as an opportunity to obtain feedback on the most appropriate methods of communicating information, with a £2 charity donation given to the Royal National Lifeboat Institution (RNLI) for each completed survey. This information was then used to inform the content and methods of consultation used by the Project.
- 5.2.18 Respondents were able to conduct the survey in Welsh and eight out of 500 chose to do so. Five people chose not to take part in the survey. The research highlighted:
- Residents gave an average rating of five out of ten to reflect their level of concern about the development of the electricity transmission system; and
 - 62 per cent were aware that upgrades to the transmission infrastructure will be necessary for new energy generation.
- 5.2.19 The survey also identified people that could find it difficult to travel to public consultation events. To help address this National Grid undertook a mixture of consultation methods – both physical and digital. These included:
- Commissioning a consultation vehicle to enable materials to be taken to rural communities in North Wales, and also to consult in key population centres with high footfall where people regularly went as part of their daily activities.
 - Ensuring all consultation materials were available online along with an online feedback form (not just in hard copy form so they could be accessed online without the need to travel).
 - Making a Project team member available to speak on the phone to consultees if requested.
- 5.2.20 The survey concluded that 60 per cent of people preferred to receive information via letter or through the post. Therefore, National Grid did not depend solely on web-based consultation and:
- Posted the Project Newsletter to all households on Anglesey and those that could be potentially affected by the proposed works in North Gwynedd (around 89,000 in total).
 - Established a bilingual Freephone number to enable direct contact with the consultation team for information.

- Placed key project documents in public locations across Anglesey and in North Gwynedd.
- Made sure a reasonable number of geographically spread public consultation events were held in order to maximise direct engagement.

5.2.21 **Hard-to-reach groups:** National Grid worked with Isle of Anglesey County Council and Gwynedd Council to identify individuals and groups that may have had difficulty in taking part in the consultation process for a range of reasons. These included:

- Young people;
- People who work full time or have young families;
- People with a physical disability or learning difficulty;
- People whose first language is not Welsh or English; and
- Visitors to the area and tourists.

5.2.22 A list of these groups is available in Appendix M to the Stage One Consultation Feedback Report (a copy of which is provided in **Appendix 2** to this report).

5.2.23 Once identified, National Grid approached the individuals or groups to inform them of its upcoming consultation and to ask the most appropriate way to engage with them to ensure its consultation was as inclusive as possible.

5.3 Stage One Non-statutory Consultation Activities

Introduction

5.3.1 On 3 October 2012, National Grid launched its Stage One Consultation, which ran until 21 December 2012.

5.3.2 The objective of the Stage One Consultation was to provide information and gather views from stakeholder organisations and the local community on National Grid's preliminary preferred strategic option of an additional overhead connection between Wylfa and Pentir, and potential route corridors. In addition, National Grid sought any other information that the stakeholder organisations and the public felt National Grid should be made aware of at that stage.

5.3.3 The information provided at the Stage One Consultation:

- Explained the background and Need Case for the Project.
- Explained the process National Grid used to identify its preliminary preferred strategic option and to demonstrate why it believed this was the most appropriate option based upon engineering, environmental, economic and community considerations.
- Invited the views of stakeholder organisations, the public and local communities about the proposed works and, specifically, views on National Grid's preliminary preferred option; and explained how feedback could be provided.
- Explained how National Grid identified the route corridor options between Wylfa and Pentir.

5.3.4 The following technical reports were published at the start of the Stage One Consultation:

- **Need Case 2012** – explained why the North Wales Connection Project and the work National Grid needs to carry out is required.

- **Strategic Options Report** – explained National Grid’s selection and appraisal of the options considered for connecting the proposed new energy generation, including subsea options.
- **Wylfa-Pentir Initial Route Corridor Report** – examined and identified the potential route corridors and Menai Strait crossing options between Wylfa and Pentir.
- **FAQ** – provided answers to frequently asked questions.
- **Our approach to the design and routing of new electricity transmission lines** – explained the process National Grid follows when planning new transmission routes.

5.3.5 The consultation activities that took place for the Stage One Consultation (including the other works in West Gwynedd) involved:

- 35 public exhibitions;
- Meetings and briefings with stakeholder organisations;
- Welsh and English Project Newsletters sent to around 89,000 households on Anglesey and in Gwynedd;
- Welsh and English consultation websites;
- Welsh and English feedback forms and feedback form explanation booklets;
- Welsh and English Frequently Asked Questions (FAQ); and
- Welsh and English publicity (advertising, media outreach, posters, emails to website subscribers, Twitter using National Grid’s corporate account @nationalgriduk).

5.3.6 The 35 public exhibitions held by National Grid across Anglesey and in Gwynedd were attended by 736 people. In organising events, National Grid sought to use venues that were accessible to visitors. This included having disabled access, being well-located and of a suitable size to accommodate a large number of people.

5.3.7 National Grid received 1,549 pieces of feedback during the Stage One Consultation. This includes 1,057 campaign postcards and responses from 38 stakeholder organisations.

5.3.8 A Consultation Feedback Report on the Stage One Consultation was produced and published in June 2014, explaining this process, summarising the issues raised to the consultation and how National Grid would have regard to the feedback. This document was published on the Project website (www.cysylltiadgogleddcymru.com / www.northwalesconnection.com) and is included in **Appendix 2** to this report.

Where National Grid consulted

Consultation zones

5.3.9 In identifying which communities it would consult with as part of its Stage One Consultation, National Grid worked closely with IACC and Gwynedd Council. Two consultation zones were identified for the Wylfa-Pentir works:

Consultation zone one: The whole of Anglesey. The community consultation activities sought to engage with those living and working in this zone. This included newsletters to households and community events.

Consultation zone two: An area in North Gwynedd where communities could be affected by the Project. The zone was broken down as follows:

- **Primary consultation zone:** This zone extended 2km either side of the broad route corridors National Grid consulted on and the existing substation at Pentir. The community consultation activities sought to engage with those living and working in this zone. This included newsletters to households and community events.
- **Secondary consultation zone:** Recognising the broad interest in its Project, National Grid's secondary consultation zone included households that were more than 2km from the broad route corridors and crossing options. This zone was engaged with primarily through local advertising and press releases to local media outlets.

5.3.10 A map of National Grid's consultation zones is available in Appendix O of the Stage One Consultation Feedback Report (a copy of which is provided in **Appendix 2** to this report).

Who National Grid consulted

5.3.11 In addition to community consultation with local communities and hard-to-reach groups and in anticipation of the requirements of the Planning Act 2008 (the Act) and consultation best practice, a number of additional groups were consulted. These are described as stakeholder organisations and included:

- **Elected representatives** (MPs, AMs, county councillors);
- **Town and Community councils** (as representatives of the local community and as would be prescribed by the Act);
- **Prescribed consultees** (local authorities, specialist bodies as required by the Act);
- **Non-prescribed consultees** (local special interest groups relevant to the proposals); and
- **Landowners and occupiers** (with existing National Grid equipment on their land. National Grid had an existing relationship with grantors across the Project area and contacted them individually to inform them of its work and maintain open and clear communications. National Grid did not contact landowners who may potentially be affected in the future as the Project's scope was too wide at this stage to accurately identify them.)

5.3.12 National Grid's approach to consultation was developed to ensure that the methods of consultation were appropriate to the people, body or organisation being consulted. National Grid's approach to consultation is outlined below for each consultee.

Local communities

5.3.13 All addresses within National Grid consultation zones were sent a Welsh and English Project Newsletter with a bilingual covering letter.

Hard-to-reach groups

5.3.14 All hard-to-reach groups were sent a Welsh and English Project Newsletter with a bilingual covering letter and frequently asked questions (FAQ) document.

5.3.15 Gwynedd Disability Forum requested further information on the Project. National Grid's Lead Project Manager presented to the Forum on 10 December 2012. One bespoke approach was required as a result of this engagement. At the request of the Royal National Institute of Blind People (RNIB) the Project Newsletter was made available in audio format.

Members of Parliament, the House of Lords and the Welsh Assembly

- 5.3.16 All relevant Members of Parliament (MPs) and Welsh Assembly Members (AMs) were sent a Welsh and English Project Newsletter with a bilingual covering letter and FAQ document. The covering letter included an invitation to a consultation event preview and a link to the website and details of the Project’s technical documents. Details of the event preview can be found under the section on ‘*Project exhibitions*’ below.
- 5.3.17 At the launch of the consultation, briefings took place on National Grid’s Stage One Consultation with the MPs and AMs listed in **Table 5.1**, together a relevant member of the House of Lords.

Table 5.1: Stage One Consultation briefings for Members of Parliament, the House of Lords and the Welsh Assembly

Date	Briefings held with:
4 October 2012	Ieuan Wyn Jones AM
5 October 2012	Hywel Williams MP
5 October 2012	Alun Ffred Jones AM
13 November 2012	Dafydd Elis-Thomas AM
22 November 2012	Albert Owen MP
22 November 2012	Elfyn Llwyd MP
22 November 2012	Lord Dafydd Wigley
23 November 2012	Aled Roberts AM
30 November 2012	Antoinette Sandbach AM

County councillors

- 5.3.18 All councillors at IACC and Gwynedd Council were sent a Welsh and English Project Newsletter with a bilingual covering letter and FAQ.
- 5.3.19 The covering letter included an offer to attend a Project briefing, an invitation to a consultation event preview and a link to the website and details of the Project’s technical documents. Details of the event preview can be found under the section on ‘*Project exhibitions*’ below.
- 5.3.20 At the launch of the consultation, briefings took place on National Grid’s Stage One Consultation with the county councillors from Isle of Anglesey County Council and Gwynedd Council, as listed in **Table 5.2**.

Table 5.2: Stage One Consultation County Council Briefings

Date	Briefings held with:
9 October 2012	Isle of Anglesey County Council and Anglesey town and community councils briefing
10 October 2012	Gwynedd Council and Gwynedd town and community councils briefing

Stakeholder organisations

Local authorities

- 5.3.21 At this stage in the Project and while its proposals took in a wide area, National Grid took the decision to consult with the host and neighbouring local authorities. These included:
- Isle of Anglesey County Council;
 - Gwynedd Council;
 - Conwy County Borough Council;
 - Flintshire County Council;
 - Denbighshire County Council; and
 - Wrexham County Borough Council.
- 5.3.22 All local authorities were sent a Welsh and English Project Newsletter with bilingual covering letter and FAQ document. The covering letter included an offer to provide a Project briefing, an invitation to a consultation event preview and a link to the Project website and details of the Project's technical documents. National Grid also sent the local authorities a CD and hard copies of the Project's technical documents for the Stage One Consultation.
- 5.3.23 The CD contained English and Welsh Versions of the following technical documents:
- Need Case;
 - Strategic Options Report; and
 - Wylfa to Pentir Initial Route Corridor Report.
- 5.3.24 Details of Project briefings are provided in **Table 5.2** and details of the event preview can be found under the section on '*Project exhibitions*' below.

Town and community councils

- 5.3.25 All town and community councils on Anglesey and those potentially affected in Gwynedd were sent a Welsh and English Project Newsletter with a bilingual covering letter and FAQ document. The covering letter included an offer to provide a Project briefing, for National Grid to attend a future council meeting, and an invitation to a consultation event preview. The letter also provided a link to the Project website and details of the Project's technical documents. Details of the event preview can be found under the section on '*Project exhibitions*' below.
- 5.3.26 Three community councils requested National Grid's attendance at one of its council meetings during the Stage One Consultation, as detailed in **Table 5.3**.

Table 5.3: Community Council meetings attended by National Grid to provide a briefing

Date	Body
19 November 2012	Menai Bridge Community Council
20 November 2012	Llanddyfnan Community Council

- 5.3.27 Mechell Community Council sent National Grid a letter on 28 October 2012 requesting a briefing on the Project. National Grid responded to arrange a suitable date but no further correspondence was received. A representative from Mechell Community Council attended National Grid's public exhibition at Cemaes Village Hall on 5 November 2012.

Specialist bodies:

- 5.3.28 A full list of stakeholders (including specialist bodies) consulted during the Stage One Consultation is provided in Appendix N of the Stage One Consultation Feedback Report contained in **Appendix 2** to this report. Specialist bodies were sent a Welsh and English Project Newsletter, a bilingual covering letter and a Welsh and English FAQ document. The covering letter also included a link to the Project website and details of the Project's technical documents.

Stakeholder organisations

- 5.3.29 A full list of stakeholders consulted during the Stage One Consultation is provided in Appendix N of the Stage One Consultation Feedback Report contained in **Appendix 2** to this report. All stakeholder organisations were sent a Welsh and English Project Newsletter with a bilingual covering letter and FAQ document. The covering letter also included a link to the Project website and details of the Project's technical documents.
- 5.3.30 National Grid also sent stakeholder organisations a CD of the Project's technical documents for the Stage One Consultation.

Existing landowners and occupiers

- 5.3.31 National Grid wrote to landowners and occupiers on Anglesey and in North Gwynedd that have existing National Grid infrastructure informing them of the Project, the Stage One Consultation and how they could take part in the consultation. Existing landowners and occupiers were sent a Welsh and English Project Newsletter and a bilingual covering letter.

How National Grid Consulted

Welsh language

- 5.3.32 National Grid is committed to ensuring that any consultation process and associated communications are made accessible to as many parts of the community as possible. In accordance with this and in line with the Welsh Language Act 1993, all key consultation materials for the Stage One Consultation were produced in Welsh and English. This included:
- Project Newsletter and covering letters;
 - FAQ document;
 - Feedback form and feedback form explanation booklet;
 - Project maps;
 - Adverts and posters;
 - Project website; and
 - Exhibition panels;
- 5.3.33 All other documents, with the exception of technical documents, were available in Welsh on request.

- 5.3.34 Welsh speaking members of the Project team were in attendance at every public exhibition. National Grid also provided the option to speak to a Welsh speaker when calling the consultation Freephone number. As advised by the Isle of Anglesey County Council, National Grid also provided a facility for stakeholders unable to attend public meetings to speak with a Welsh-speaking member of the National Grid team upon request.

Community documents

- 5.3.35 National Grid provided a range of documents to explain its proposals to communities so they could understand the Project and its effects and provide feedback. All of these materials were available in Welsh and English.

Project Newsletter

- 5.3.36 A Project Newsletter and covering letter (provided in Appendix H to the Stage One Consultation Feedback Report, **Appendix 2** to this report) was issued on 3 October 2012 launching National Grid's Stage One Consultation. It was distributed to just over 89,000 households across Anglesey and Gwynedd in consultation zones one and two (primary consultation zone). The newsletter was timed to be received from Wednesday 3 October 2012, two weeks ahead of the first public exhibition.
- 5.3.37 The newsletter provided an overview of the Project, explained National Grid's work to date, set out the purpose of the Stage One Consultation and described how to take part in the consultation. It included a large map of National Grid's proposals.
- 5.3.38 The Project Newsletter represented National Grid's main form of direct communication with local communities. Copies of the Project Newsletter were also made available at public and civic buildings and online.

Feedback form

- 5.3.39 A feedback form was developed for the public and stakeholders to capture their feedback and views on the proposed connection between Wylfa and Pentir as part of the Stage One Consultation. The feedback form was structured as a questionnaire asking for feedback on National Grid's proposals, the strategic options considered, the preferred connection option, and the route corridor and crossing options. The feedback form also provided a section for the public to provide feedback on the consultation process itself.
- 5.3.40 The feedback form included a combination of open and closed questions with space for respondents to communicate additional views or comments. A copy of the Wylfa-Pentir feedback form can be found in Appendix I to the Stage One Consultation Feedback Report (a copy of which is provided in **Appendix 2** to this Report).

Feedback form explanation booklet

- 5.3.41 To help people provide feedback National Grid produced a feedback form explanation booklet. The booklet contained a summary of National Grid's Strategic Options Report and maps and detailed explanations of the route corridor and crossing options. A copy of the Wylfa-Pentir explanation booklet can be found in Appendix J to the Stage One Consultation Feedback Report (a copy of which is provided in **Appendix 2** to this Report).

Project website

- 5.3.42 Welsh and English websites were produced for the Project:
- www.northwalesconnection.com; and
 - www.cysylltiadgogleddcymru.com.

5.3.43 The websites provided an overview of the Project and National Grid’s proposals. A postcode searchable map allowed people to easily identify their properties in relation to the proposal and an online feedback form was available. All community and technical materials, as well as maps, were available to view and download. An online FAQ section was also available.

5.3.44 During the Stage One Consultation, the Welsh website received 151 hits and the English website received 2,979 hits.

Inspection copies of technical materials

5.3.45 National Grid made reference copies of its technical materials available at locations in its consultation zones. The technical materials available included:

- **Need Case** – explained why the Project was needed;
- **Strategic Options Report** – explained National Grid’s selection and appraisal it considered for connecting the proposed new energy generation;
- **Wylfa-Pentir Initial Route Corridor Report** – examined and identified the route corridor and crossing options between Wylfa and Pentir;
- **FAQ** – provided answers to frequently asked questions; and
- **Our approach to the design and routing of new electricity transmission lines** – explained the process National Grid follows when planning new transmission routes.

5.3.46 These technical materials were held at the locations listed in **Table 5.4**. The locations were advertised in the Project Newsletter, on the website and in adverts in local media outlets.

Table 5.4: Stage One Consultation: Technical material inspection copy locations

Anglesey Locations	Gwynedd Locations
Amlwch library	Bangor library
Beaumaris library	Caernarfon library
Benllech library	Criccieth Library
Cemaes library	Penygroes library
Holyhead library	Porthmadog library
Llangefni library	Gwynedd Council
Menai Bridge library	
Moelfre library	
Newborough library	
Rhosneigr library	
Isle of Anglesey County Council	
Anglesey Business Centre	

Other Locations	
Colwyn Bay library	Deganwy library
Conwy library	Llandudno library
Conwy County Borough Council	Llandudno Junction library

Project exhibitions

Exhibition preview evenings

- 5.3.47 Prior to the start of the public exhibition events, National Grid held exhibition preview evenings on Anglesey and in Gwynedd:
- 17 October 2012, 6pm-9pm at the Bull Hotel, Llangefni
 - 18 October 2012, 6pm-9pm at the Celtic Royal Hotel, Caernarfon
 - 19 October 2012, 6pm-9pm at the Glaslyn Leisure Centre, Porthmadog

5.3.48 These preview events were not open to the public and provided stakeholder organisations with the opportunity to learn about the Project ahead of the public exhibitions. It also provided the opportunity to review materials and meet National Grid's team to ask further questions about the Project. This allowed them to become familiar with the proposals and be able to discuss them if raised by members of the community.

Public exhibitions

- 5.3.49 National Grid held 35 public events in villages and towns in its consultation zones. This comprised 23 events in village and community halls and hotels and 12 consultation vehicle events.
- 5.3.50 The locations for the public exhibitions were widely publicised at the start of the Stage One Consultation using the Project Newsletter, the website and through advertising and press releases and media outreach. In organising exhibitions, National Grid sought to use venues that were accessible to visitors. This included having disabled access, being well-located and of a suitable size to accommodate a large number of people.
- 5.3.51 National Grid fielded large consultation teams for each public exhibition to ensure as many people as possible had the opportunity to engage directly with the Project team. These typically comprised between six and 12 individuals depending on the location of the exhibition and the anticipated level of interest. At least one Welsh-speaking team member was present at every exhibition.
- 5.3.52 National Grid ensured the consultation team contained individuals with specialist expertise in key areas including planning and the options appraisal process, environment, health, construction (including overhead and underground line construction), transport and the consultation process to help ensure as many people as possible received detailed answers to their questions.
- 5.3.53 Information about the Project was made available at the public exhibitions including copies of the Project Technical Documents, exhibition panels setting out the information being consulted on, background information and maps available to take away. The exhibition panels used at these events have been reproduced in **Appendix 4**.

- 5.3.54 National Grid produced information request forms that were available at every exhibition. Using these, respondents could request additional copies of the community and technical materials.
- 5.3.55 **Static exhibitions:** These exhibitions were staffed by National Grid Project team members from various disciplines including planning, environment, Electric and Magnetic Fields (EMFs), lands, engineering and construction. The exhibitions were supported by exhibition panels, examples of equipment, maps and image portfolios.
- 5.3.56 At least one Welsh-speaking team member was present at every exhibition.
- 5.3.57 Recognising people may have questions on Horizon Nuclear Power’s proposed Wylfa Newydd nuclear power station, a representative from Horizon Nuclear Power attended the static exhibitions to answer questions and provide further information.
- 5.3.58 **Consultation vehicle events:** A mobile consultation vehicle was used to take the consultation to locations where suitable exhibition venues did not exist, areas that may not have accessible public transport links, or where people regularly go as part of their daily activities. Figure 5.1 contains a photograph of the consultation vehicle used.
- 5.3.59 These exhibitions were staffed by three to four key members of the National Grid Project team who were available to provide more information and answer questions people had.
- 5.3.60 Consultees were able to view community materials, reference copies of all technical materials and maps and image portfolios.



Figure 5.1: Consultation vehicle

- 5.3.61 The public exhibitions ran from 20 October 2012 to 1 December 2012. The times and locations are set out in **Table 5.5**, together with the recorded number of attendees.

Table 5.5: Stage One Consultation public exhibition locations and number of attendees

Date	Location	Time and date	Number of attendees
20 October 2012	Bull Hotel, Llangejni	10am – 4pm	47
23 October 2012	Memorial Hall, Llanfairpwll, Anglesey	1.30pm – 7.30pm	71
31 October 2012	Community & Ex-servicemen’s Hall, Benllech	1.30pm – 7.30pm	27
1 November 2012	Primary School, Bodorgan (<i>vehicle event</i>)	11am – 4pm	42
2 November 2012	Village Hall, Llanfachraeth	1.30pm – 7.30pm	28
3 November 2012	Primary School, Rhosybol (<i>vehicle event</i>)	11am – 4pm	10
5 November 2012	Village Hall, Cemaes	1.30pm – 7.30pm	48
5 November 2012	Vaynol Arms, Pentir (<i>vehicle event</i>)	11am – 4pm	19
6 November 2012	Celtic Royal Hotel, Caernarfon	1.30pm – 7.30pm	34
8 November 2012	Gaerwen Business Park, Gaerwen (<i>vehicle event</i>)	11am – 4pm	22
9 November 2012	Village Hall, Rhosneigr	1.30pm – 7.30pm	21
9 November 2012	Gwalchmai Hotel, Gwalchmai (<i>vehicle event</i>)	11am – 4pm	3
10 November 2012	Community School, Llanerchymedd	10am – 4pm	3
12 November 2012	Iorwerth Rowlands Centre, Steeple Lane, Beaumaris	1.30pm – 7.30pm	24
13 November 2012	Penrhyn Hall, Tan-Y-Fynwent, Bangor	1.30pm – 7.30pm	20
13 November 2012	Neuadd Griffith Reade Hall, Llanfaethlu (<i>vehicle event</i>)	11am – 4pm	3
14 November 2012	Arvionia Coaches, Llanrug (<i>vehicle event</i>)	11am – 4pm	4
15 November 2012	Llys Llewelyn Heritage Centre, Aberffraw (<i>vehicle event</i>)	11am – 4pm	14
16 November 2012	Community Centre, Brynsiencyn	1.30pm –	33

Date	Location	Time and date	Number of attendees
		7.30pm	
16 November 2012	Village Hall, Bodedern (<i>vehicle event</i>)	11am – 4pm	4
19 November 2012	Wylfa Sports and Social Centre, Cemaes Bay	1.30pm – 7.30pm	7
21 November 2012	Bull Hotel, Llangefni	1.30pm – 7.30pm	35
22 November 2012	Thomas Telford Centre, Menai Bridge	1.30pm – 7.30pm	56
23 November 2012	Memorial Hall, Amlwch	1.30pm – 7.30pm	21
24 November 2012	Memorial Hall, Y Felinheli	10am – 4pm	39
27 November 2012	Town Hall, Holyhead	1.30pm – 7.30pm	6
28 November 2012	Hotel Cymyran, Llanfair-yn-Neubwll (<i>vehicle event</i>)	11am – 4pm	7
2 November 2012	Tile Shop, Bryncir (<i>vehicle event</i>)	11am – 4pm	13
17 November 2012	Primary School, Garndolbenmaen	10am – 4pm	9
1 December 2012	Goat Inn, Glandwyfach, Bryncir	10am – 4pm	13
26 October 2012	Glaslyn Leisure Centre, Porthmadog	1.30pm – 7.30pm	20
10 November 2012	Glaslyn Leisure Centre, Porthmadog	10am – 4pm	9
17 November 2012	Memorial Hall, Penrhyndeudraeth	10am – 4pm	9
26 November 2012	Memorial Institute, Tremadog	1.30pm – 7.30pm	11
29 November 2012	Galw Gwynedd, Unit 2, Snowdonia Business Park, Miniffordd (<i>vehicle event</i>)	11am – 4pm	4
TOTAL			736

Enquiries / information service

5.3.62 A Freephone enquiry line in Welsh and English was set up. The enquiry line was in operation from 9am to 5pm, Monday to Friday, with an answer phone service in operation outside of these hours and on bank holidays.

Publicity

Advertising

- 5.3.63 National Grid advertised in Welsh and English in local publications including *The Daily Post*, *The Holyhead and Anglesey Mail* and *The Caernarfon and Denbigh Herald*.
- 5.3.64 Advertising ran at the start of Stage One Consultation and shortly before the public exhibitions finished to remind people of the opportunity to attend.
- 5.3.65 The advertising also promoted broad awareness of the consultation. Copies of the adverts can be found in Appendix Q to the Stage One Consultation Feedback Report (a copy of which is provided in **Appendix 2** to this report).

Press releases and media outreach

- 5.3.66 A press release was issued to regional media highlighting the upcoming consultation and public exhibitions.
- 5.3.67 A media day was held on 17 October 2012 at which key members of the National Grid Project team were available for media interviews.

Posters

- 5.3.68 Posters publicising the consultation dates and exhibitions were provided to town and community councils and venues to display, such as community halls and village notice boards.

Social media

- 5.3.69 National Grid's corporate Twitter account @nationalgriduk tweeted on 3 October 2012 in Welsh and English announcing the Stage One Consultation and included a link to the Welsh and English websites.
- 5.3.70 A short video explaining the background to the Project and National Grid's preliminary preferred option was made available on the Project website and on National Grid's YouTube channel.

Supporting customers

- 5.3.71 In relation to Horizon Nuclear Power, National Grid regularly attended the Wylfa Project Liaison Group meetings and open surgery days held by Horizon Nuclear Power during National Grid's Stage One Consultation period.
- 5.3.72 Celtic Array carried out its Stage One statutory consultation between 29 October 2012 and 20 December 2012, overlapping with National Grid's non-statutory Stage One Consultation. National Grid's community consultation materials were available at these events.

Stage One Consultation Feedback

Ways of providing feedback

- 5.3.73 There were several ways feedback could be submitted during Stage One Consultation and National Grid welcomed comments in Welsh and English. People could submit feedback using any of the following methods:

- **In writing** – to FREEPOST National Grid NW Connection

- **By email** – to nationalgrid@cysylltiadgogleddcymru.com / nationalgrid@northwalesconnection.com
- **Feedback form** – these were available at the public exhibitions, online at www.cysylltiadgogleddcymru.com / www.northwalesconnection.com or on request

- 5.3.74 Stage One Consultation closed on 21 December 2012. National Grid continued to accept feedback up until 18 January 2013 to take into account potential delays resulting from Christmas post.
- 5.3.75 Everyone who submitted their comments (and provided their contact details) received an acknowledgment that their feedback had been received and an explanation of what happens next.
- 5.3.76 The feedback was logged and analysed as described in **Section 3.14** of this report, and National Grid reviewed its proposals in light of the information received as summarised in **Section 5.4** of this report. A Stage One Consultation Feedback Report was produced that explained all of the comments National Grid received from members of the public and stakeholders and its response to this feedback. The full report can be found in **Appendix 2**.

Number of feedback responses received

- 5.3.77 In total 1,549 responses were received to the Stage One Consultation through the different means of providing feedback.
- 5.3.78 This included 1,057 campaign postcards objecting to the proposals. These postcards were distributed by Plaid Cymru and asked for support on statements including:
- I am against National Grid's option for pylons for the transmission of electricity across North Wales
 - I support subsea cables from North Anglesey
 - I feel that the National Grid's consultation feedback form does not allow me to express my views clearly
- 5.3.79 89 of the representations received were in Welsh. These were logged and translated and dealt with as outlined in **Section 3.14**. Where a consultee responded in Welsh, a Welsh acknowledgement was sent.
- 5.3.80 **Table 5.6** identifies the number of responses received between 20 October 2012 and 18 January 2013 (allowing for late responses to be received).

Table 5.6: Type of responses received to the Stage One Consultation

Response type	Count
Hard copy feedback forms	239
Online feedback forms	159
Letters	23
Emails	71
Campaign postcards	1,057
Total	1,549

Stakeholder responses

- 5.3.81 During the Stage One Consultation 38 responses were received from stakeholder organisations. The Countryside Council for Wales, Snowdonia National Park Authority, Campaign for the Protection of Rural Wales, Ynys Môn Ramblers Group and Mechell Community Council all sent more than one representation.
- 5.3.82 Responses were received from the following:

Statutory stakeholder organisations

- Bangor City Council;
- Countryside Council for Wales (CCW);
- Environment Agency Wales;
- Gwynedd Council's Cabinet;
- Horizon Nuclear Power;
- Isle of Anglesey County Council;
- Network Rail;
- North Wales Fire & Rescue Service; and
- Snowdonia National Park Authority:

Town and Community councils

- Aberffraw Community Council;
- Llanddaniel-fab Community Council;
- Cwm Cadnant Community Council (Vice Chairman);
- Llanfaethlu a Llanfwrog Community Council;
- Llanbadrig Community Council;
- Llanddeiniolen Community Council;
- Llanddyfnan Community Council;
- Llanfairpwllgwyngyll Community Council;
- Mechell Community Council;
- Menai Bridge Town Council;
- Penmynydd Community Council;
- Trewalchmai Community Council; and
- Y Felinheli Community Council.⁴

Non-statutory stakeholder organisations

- Anglesey Economic Regeneration Partnership;

⁴ Y Felinheli Community Council's feedback to National Grid's consultation was received following the close of Stage One Consultation. Its feedback was analysed and all of the themes and issues raised by the council were themes already raised by other respondents and were responded to in the Stage One Consultation Feedback Report.

- Anglesey Tourism Association;
- Campaign for the Protection of Rural Wales (CPRW);
- CPRW Anglesey Branch;
- CPRW Caernarfonshire Branch;
- CPRW Meirionnydd Branch;
- Cymdeithas Eryri – Snowdonia Society;
- Federation of Small Businesses, Ynys Môn branch;
- Ffestiniog Railway Company;
- Malltraeth Ymlaen;
- Môn a Gwynedd Friends of the Earth;
- NFU Cymru;
- Royal Society for the Protection of Birds (RSPB);
- The National Trust;
- Welsh Highland Railway Ltd;
- Wylfa Project Liaison Group (PLG); and
- Ynys Môn Ramblers Group.

Online feedback form availability

- 5.3.83 At the start of the consultation, due to technical faults with the websites, the feedback form was not available online. The error was identified and the feedback form was taken off the consultation website. National Grid ensured a hard copy of the feedback form was available for download.
- 5.3.84 The fault was fixed within two weeks and the online form was available for the remainder of the consultation period.

5.4 Overview of Stage One responses received and how National Grid has had regard to the feedback provided

- 5.4.1 All comments received during the Stage One Consultation were carefully considered by the Project team.
- 5.4.2 As explained at Part 4.2 of the Stage One Consultation Feedback Report (June 2014), the consultation feedback received was coded and grouped into themes to aid the analysis process. Chapters 6 to 11 of the Stage One Consultation Feedback Report (June 2014) identify all the themes and sub-themes from the Stage One Consultation feedback and explain how National Grid had regard to the responses received, including how the issues would be considered as the Project develops.
- 5.4.3 An overview of the responses received and main themes raised is set out in **Table 5.7**. The left-hand column summarises the themes raised, and the right-hand column explains how National Grid had regard to the feedback in the development of the Project.

Table 5.7: Summary of the comments received in response to the Stage One Consultation and how National Grid has had regard to the feedback received

Stage One Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
Underground/Overhead	
<p>Generally, respondents suggested National Grid considers undergrounding parts of the route at designated or particularly sensitive areas. Several respondents expressed a preference for undergrounding in specific areas such as designated or environmentally sensitive areas. Specific locations identified by respondents included the Menai Strait. Conversely, a number of respondents expressed opposition to underground cables as it was felt an overhead line would have less of an impact on the environment than underground cables, which was felt would require substantial groundwork that could potentially contaminate the land.</p>	<p>National Grid has a duty under Schedule 9 of the Electricity Act (1989) to ‘consider the desirability of preserving amenity’ when undertaking projects (which includes effects on communities, landscape and visual amenity, cultural heritage and ecological resources). To satisfy this duty, National Grid seeks to avoid areas which are nationally or internationally designated for their landscape, wildlife or cultural significance. However, this is not always possible and in such cases detailed consideration will be given to the most appropriate means of mitigation.</p> <p>National Grid’s approach to developing connections is to consider every project individually, balancing sometimes conflicting environmental, socio-economic, technical and cost considerations. The most appropriate technology for any new connection will be identified through a process of iterative design and consultation as the project progresses.</p> <p>In January 2015 National Grid announced proposals to develop a new overhead line with underground cables at the Menai Strait. This decision took account of consultation feedback together with a review of the requirements set out in National Policy Statement EN-5. National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with National Planning Policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>A thorough back-check of the decisions made during the evolution of the design for an overhead line connection between Wylfa and Pentir has been undertaken, including requests to underground specific sections of the route. Following consideration of these options, National Grid has concluded that an overhead line remains the most appropriate overall solution with one underground section in the Menai Strait area. Further detail is presented in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>
Subsea connection	
Generally, respondents opposed all route corridors and	Subsea connection options for Wylfa Newydd present technical and cost challenges.

Stage One Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>stated a preference for a subsea connection. A number of respondents provided examples of existing subsea infrastructure crossings in the region including the A5 tunnel beneath the Conwy river and the Shell (UK) Ltd oil pipeline beneath the eastern end of the Menai Strait.</p>	<p>In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.</p> <p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p> <p>Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (Document 7.2).</p> <p>A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.</p> <p>In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2), which provides details of the strategic options considered, including subsea connections, and the reasons for selecting the preferred option.</p>

Stage One Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>Use of the Shell pipeline</p> <p>National Grid investigated the option of using the former Shell pipeline when developing its proposals.</p> <p>Placing the cables inside the pipe gives rise to a number of technical challenges which National Grid considered to be insurmountable and that could potentially compromise the connection. These included, among other things, installation and jointing difficulties, access for repairs following faults and poor heat dissipation.</p>
Route corridors	
<p>In terms of the route corridor selection, a number of respondents disagreed with the method of route corridor selection undertaken by National Grid. It was suggested that National Grid should have proposed one preferred route corridor for public consultation so as to avoid blanket opposition or friction between communities. As part of this, a number of respondents expressed the opinion that the route corridor options presented had been selected to ‘set communities against each other’ in a deliberate attempt to turn one community against another.</p>	<p>National Grid did not seek to present route corridors that were divisive. National Grid considers that each of the four identified route corridors was distinctive from the others, offering discrete differences between the environmental and community effects that might arise and mitigation measures that could be implemented. Each of the corridors affected a range of different environmental and community features, which were described in National Grid’s published Wylfa-Pentir Initial Route Corridor Report (2012). At the time of consultation National Grid had no preference between the corridors and sought stakeholder and community feedback to help inform the decision as to which should be taken forward. This approach is very much in line with the consultation principles set out in the Government’s Guidance on the Planning Act.</p> <p>A thorough back-check of the decisions made during the evolution of the design for an overhead line connection between Wylfa and Pentir has been undertaken, including the selection of the Orange route corridor. Further detail on the back-check process is presented in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>
Crossing Options	
<p>Generally, respondents expressed opposition to all of National Grid’s identified crossing options. Specific opposition was based on the effect a new overhead line across the Menai Strait would have on the views of the Menai Strait and the surrounding landscape.</p>	<p>National Grid has taken into account the feedback received when making its decision on how to cross the Menai Strait. National Grid recognises the concentration of sensitive and important sites and features on either side of the Menai Strait. These helped to define the possible crossing options for an overhead line at Menai Strait, presented as part of the Stage One Consultation. National Grid undertook detailed work to assess the potential effects an overhead line might have on these features, and considered the range of alternative technologies that might be used to cross the Strait (including the installation of underground cables in trenches, buried ducts or tunnels).</p> <p>In January 2015 National Grid announced proposals to develop a new overhead line with underground cables at the Menai Strait. This decision took account of consultation feedback together with a review of the requirements set out in National Policy Statement EN-5. National Grid considers that the likely socio-economic and</p>

Stage One Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with National Planning Policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>A thorough back-check of the decisions made during the evolution of the design for an overhead line connection between Wylfa and Pentir has been undertaken. Following consideration of these options, National Grid has concluded that an overhead line remains the most appropriate overall solution with one underground section in the Menai Strait area. Further detail is presented in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>
Cost	
<p>It was suggested that, on a UK-wide basis, the actual cost of a subsea or underground connection would not be significant for annual household electricity bills. As part of this, it was suggested that National Grid should cover the cost for a subsea connection in North Wales.</p> <p>There was general concern amongst respondents that short term capital costs have only been considered by National Grid in its appraisal of each option. Respondents therefore suggested that a thorough cost benefit analysis should be undertaken to inform National Grid's decision making process and should take into account all alternative connection options.</p> <p>A number of respondents recognised that the costs of the connection will be 'long term'. As such, the 'lifetime costs' of any connection</p>	<p>National Grid should subsidise the cost of a subsea connection</p> <p>When designing new connections National Grid is required by national policy statements issued by the UK Government and its statutory duties to strike a balance between environmental, socio-economic, cost and technical considerations. This includes whether new routes should use overhead lines or underground or subsea cables, either throughout or in part.</p> <p>National Grid builds, owns and operates its own electricity transmission network and associated infrastructure. New transmission infrastructure is built based on the future connection of new electricity generation and demand. National Grid pays the many millions of pounds it costs to build a new power transmission line up-front, which is then recovered from consumers through energy bills over the lifetime of the asset, typically 40 years.</p> <p>National Grid's investment in vital infrastructure in the UK amounts to many billions of pounds, with the funding for these up-front costs coming from National Grid's shareholders and the institutions that lend it money.</p> <p>Shareholder and institutional investment therefore brings a major benefit to electricity bill payers as it allows the recovery of the cost of National Grid's investment to be spread out over many years, rather than having an up-front spike in household or business electricity bills when National Grid builds a large new transmission line.</p>

Stage One Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>should be an important consideration when National Grid decides a technology and connection preference.</p>	<p>For these reasons National Grid has a statutory duty to be coordinated, economic and efficient when developing new transmission proposals.</p> <p>After careful consultation and appraisal of the options, National Grid considers the overhead line and tunnel in the Menai Strait area represent the most appropriate balance of environmental, socio-economic, technical and cost considerations.</p> <p>Use of a cost-benefit analysis</p> <p>National Grid’s appraisal methodology does not include a ‘cost-benefit’ analysis. To carry out an effective cost-benefit analysis, the quality of data needs to be reasonably consistent across the different elements of the analysis. Many of the factors considered as part of the options appraisal process cannot be readily monetised (landscape, nature conservation, etc.). Therefore, there is a risk that if a cost-benefit approach was taken decisions may be skewed towards technical and cost factors which are more easily expressed in monetary terms. In light of these factors, National Grid has developed an options appraisal methodology, where the significant issues under each factor are considered qualitatively with no weighting or scoring of factors. Therefore, no monetary value is applied to visual amenity or any other environmental topic, because such costs are hard to define and any assessment will be very subjective in its nature. This ensures that environmental and socio-economic factors are compared on an even footing with technical and financial issues, and reasoning for selecting a preferred Strategic Option is clear and not obscured by any mechanistic scoring process.</p> <p>As part of the economic appraisal of strategic options, National Grid makes comparative assessments of the lifetime costs associated with each technology proposed for each strategic option. These are estimates based on information available on the construction, capital and lifetime costs to allow a high level cost comparison of options.</p> <p>The costs provided to date are estimates as it would not be possible or appropriate to provide detailed cost breakdowns at the strategic options stage. Even so, the cost estimates reflect the costs incurred by previous projects which have been subject to verification by Ofgem. National Grid uses these estimates with confidence and factors them into our considerations at an early stage in the development of a project.</p> <p>The cost of maintenance for the required new transmission circuits are included in the lifetime cost estimates presented in the Strategic Options Report 2018 (Document 7.2).</p>
<p>Engineering, Design and Construction</p>	
<p>A general concern raised by respondents is that there would be considerable</p>	<p>National Grid has considered the potential effect of the Project on traffic and the highway network during its development. This has included consultation with the highways departments of Welsh</p>

Stage One Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>disruption to the local highway network during the construction phase. Many respondents also questioned if National Grid had done research around the road network it would use for transporting construction materials.</p> <p>A number of respondents suggested that the local road network in North Wales is unsuitable for construction traffic and that potentially it would result in damage to the road network, as well as the length of time it would take and the disruption it would cause.</p> <p>A number of concerns were expressed surrounding the impacts of construction, including the visual intrusions of a building site and the noise, dust and debris that would be emitted.</p>	<p>Government and both local authorities, together with the emergency services.</p> <p>National Grid has completed a Transport Assessment and Outline Construction Traffic Management Plan (CTMP), contained in Document 5.13.2.1 and 7.5 respectively, in support of the traffic and transport chapter of the ES (Document 5.13). These documents consider the likely significant traffic effects and appropriate mitigation measures for the Project.</p> <p>Consultation feedback and assessment work has been used to inform the scheme design, which includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.</p> <p>The ES considers the likely significant effects of construction and identifies appropriate mitigation measures. Potential effects such as these were taken in to account during the development of the Project. Construction noise is considered in Chapter 15 of the ES (Document 5.15), landscape and visual effects are considered in Chapters 7 and 8 respectively (Documents 5.7 and 5.8) and air quality and emissions in Chapter 14 (Document 5.14).</p> <p>Alongside the ES, National Grid has produced and submitted a Construction Environment Management Plan (CEMP) (Document 7.4), which sets out the environmental control and mitigation measures. Compliance with the CEMP and other management plans is to be secured by a Requirement imposed on the Development Consent Order.</p>
Environment	
<p>Respondents expressed concern regarding the visual effect associated with pylons, overhead lines and substations. The majority of respondents felt that any new National Grid infrastructure in the area would have an adverse effect on visual amenity and as a result would directly affect tourism and the local economy. As part of this, a number of respondents were concerned that the cumulative impact of the existing overhead line and infrastructure in the area would have a particularly detrimental visual effect.</p> <p>Generally, respondents</p>	<p>Visual and tourism effects</p> <p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively), which also consider potential cumulative effects.</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as</p>

Stage One Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>expressed a preference for the orange route corridor as it is felt it would be easier to mitigate from a visual and landscape perspective. Respondents felt the topography of the landscape lends itself well to screening with its rolling landscape and the presence of woodland areas and other vegetation.</p>	<p>well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project, and the assessment of effects on tourism includes a receptor-based assessment and a tourism survey.</p> <p>Preference for the Orange Route Corridor</p> <p>In January 2015 National Grid announced that it would be taking the Orange route corridor forward to route options stage. This decision was informed by consultation feedback and technical assessment and appraisal work undertaken by National Grid. The Orange route corridor broadly follows the existing line on the island that connects the current Magnox power station and has been in place since the 1960s.</p> <p>Parallel routeing</p> <p>National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance with the existing overhead line in the landscape. In this way, the synchronised designs do not result in a 'discordant wirescape', in accordance with the guidance set out in the Holford Rules. National Grid also proposes to remove smaller overhead lines and distribution network wood poles, which would further reduce the potential effects of the wirescape in the locality.</p> <p>National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One and Stage Two Consultations, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.</p> <p>National Grid has developed proposals for screening planting and wider landscape enhancement to potentially further reduce visual effects upon isolated houses, farms and other small settlements.</p>
Historic Environment	
<p>In general terms, many respondents felt the Project area is a place of rich cultural heritage. As part of this, respondents suggested that the route should be placed in the sea or underground cables used, as they considered that overhead lines and pylons would have a negative effect on views from historic and/or registered landscapes across North Wales, especially views across the Menai Strait, along</p>	<p>National Grid has carefully considered the historic environment in the development of the Project, working closely with the local authorities and other organisations including the Gwynedd Archaeological Planning Service and Cadw. Potential effects on historic assets were considered during the identification of the preferred route corridor and route option, and in the detailed design of the connection alignment. This included consideration of the setting of Listed Buildings and Scheduled Monuments in accordance with statute, policy and guidance.</p> <p>For example, alongside consultation feedback, an important factor in the decision to place the proposed connection underground in the area of the Menai Strait were the location of the Plas Newydd and the Vaynol Estate registered parks and gardens, both protected heritage assets.</p>

Stage One Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
with views of Listed Buildings and Scheduled Monuments.	<p>Effects on the historic environment have been assessed and are reported in the historic environment chapter of the ES (Document 5.10).</p> <p>National Grid recognises the challenges in balancing environmental, socio-economic, cost and technical considerations when making a judgement on the most appropriate overall solution for society. National Grid has considered all of these factors and concluded that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line. National Grid considers that this would fulfil its statutory duties and complies with national planning policy. The Strategic Options Report (Document 7.2) contains further information on this decision. The Planning Statement (Document 7.14) sets out how the proposed development complies with national planning policy.</p>
Biodiversity	
<p>In general terms, many respondents felt the Project area is rich in ecological and biodiversity resources. Respondents suggested that any new infrastructure in the Project area should avoid effects on protected and sensitive areas and species. Respondents expressed concern that overhead lines would have a negative effect on wildlife and result in habitat disturbance and requested National Grid undertakes further studies and assessments to identify the potential impacts. Respondents also expressed concern that any construction of overhead lines and underground connections would result in habitat change and potentially interfere with hydrological patterns or flows on wetland and peatland sites.</p>	<p>Under section 38 and Schedule 9 of the 1989 Act, National Grid has a duty, when putting forward proposals for new development, to consider the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest, and of protecting sites, buildings and objects of architectural, historic or archaeological interest. National Grid has a further duty to do what it reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects. National Grid's 'Stakeholder, Community and Amenity Policy' (December 2016) sets out how it seeks to meet this obligation.</p> <p>In developing the Project, National Grid has sought to avoid significant effects on ecological receptors, including protected sites and sensitive habitats and species through design such as paralleling of the lines, and a detailed routeing study.</p> <p>A wide range of surveys and assessments have been undertaken to establish the wildlife and habitats present along the route of the proposed connection. In addition, hydrological surveys and assessments have been undertaken to identify potential likely significant effects of the Project on hydrological patterns or flows. This work has been considered alongside the ecological assessment to understand, and where appropriate mitigate, potential likely significant effects on wetland sites.</p> <p>Effects on ecological and biodiversity resources (including wetland habitats) have been assessed and are reported in Chapter 9 of the ES, Ecology and Nature Conservation (Document 5.9), and effects on water quality, resources and flood risk have been assessed and are reported in Chapter 12 of the ES, Water Quality, Resources and Flood Risk (Document</p>

Stage One Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	5.12).
Health, Safety and Security	
<p>Respondents expressed concerns about the perceived health risks relating to Electric and Magnetic Fields (EMFs), and the potential for these to be a carcinogen. Respondents strongly expressed concerns about living in proximity to high voltage infrastructure and long-term exposure to EMFs and wanted any infrastructure kept away from local communities. Respondents considered that placing the connection underground would be a safer option and would reduce the potential for negative health effects.</p>	<p>Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.</p> <p>Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.</p> <p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report (Document 5.25) as part of the application which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.</p> <p>In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that "...<i>Public Health</i></p>

Stage One Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p><i>Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.”</i></p> <p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p>
Socio-economic	
<p>Respondents raised concern about the siting of National Grid’s infrastructure within close proximity to areas of high amenity, schools, residential areas, homes and existing infrastructure.</p> <p>Many respondents stated their belief that an overhead connection would have a detrimental effect on tourism, which was cited as one of the main sources of income in the Project area. Tourism was cited as a vital contributor to the local economy, providing the main source of income for a large number of people.</p>	<p>The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid’s ‘Our approach to the design and routeing of new electricity transmission lines’, 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.</p> <p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape, associated potential effects on tourism, areas of high amenity, schools, residential areas, homes and existing infrastructure.</p> <p>More information of how public and stakeholder feedback has informed the proposals is set out Chapters 5, 6, 8, 9 and 11 of this report, with information also provided in the Wylfa-Pentir Preferred Route Corridor Selection Report, (Document 9.2), the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (Document 9.4), and Menai Strait Crossing (Document 9.6).</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of</p>

Stage One Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people’s behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>
Consultation	
<p>Generally, respondents challenged the influence their responses will have on National Grid’s consultation believing National Grid will not take their views on board in its decision making process.</p> <p>There were mixed views about National Grid’s consultation materials with some considering the materials useful and informative, while others challenged the accuracy of the data provided by National Grid. Similarly a number of respondents felt the consultation materials were too technical and therefore confusing.</p>	<p>Consultation process</p> <p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid

Stage One Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>Conversely, a number of respondents felt the consultation process had provided a useful introduction to the Project and expressed their satisfaction in being given the opportunity to comment on National Grid's proposals.</p>	<p>chose a route corridor in the centre of the island.</p> <ul style="list-style-type: none"> • The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area. • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid's statutory obligations.</p> <p>Through the published community documents and technical reports, including this report and previous Feedback Reports (located in Appendices 2 and 11), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p> <p>Consultation Strategies and Statement of Community Consultation</p> <p>In advance of the non-statutory Stage One and Two Consultations, National Grid developed a Consultation Strategy which explained the community consultation National Grid would undertake with the local communities in Anglesey and North Gwynedd. National Grid developed its Consultation Strategies with input from the relevant local authorities, the Isle of Anglesey County Council (IACC) and Gwynedd Council, the purpose of which was to help members of the community understand how they could take part in National Grid's consultations.</p> <p>In advance of the statutory Stage Three Consultation, National Grid developed a Statement of Community Consultation (SoCC) in accordance with section 47 of the Act and DCLG Guidance. The SoCC included a Project description, a description of how National Grid proposed to consult people living in the vicinity of the land and an explanation of the way in which feedback could be submitted during the statutory consultation. The SoCC was prepared in consultation with the IACC and Gwynedd Council and set out the statutory pre-application consultation that National Grid proposed to undertake.</p>

Stage One Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>Communication and engagement</p> <p>As part of all consultations National Grid sought to make it easy for people to engage with the project. This included holding a range of community events, placing information points across the project area, operating an enquiry line and making all information available on the Project website. National Grid also provided a number of ways for people to submit their feedback in addition to the feedback form. Comments could be submitted via the website, via a feedback form (available at events, information points and on request), via email or letter.</p> <p>The amount of information provided during each stage of consultation was carefully considered as different respondents require varying levels of information depending on the level of their enquiry. National Grid aimed to make all of the necessary reports and supporting documents available for those that wanted them, with overarching documents such as the Project Newsletter and Overview document providing publicly accessible information.</p>

5.5 Work undertaken between Stage One and Two Consultations

5.5.1 This section documents the activities National Grid undertook between the period from January 2013 (close of Stage One Consultation) and January 2015, when the preferred route corridor was announced. The period following January 2015 is documented within **Chapter 6** of this report, as the preparations for the Stage Two Consultation.

Changing energy proposals in North Wales

5.5.2 Following the Stage One Consultation, a number of changes occurred to the proposed sources of energy generation in North Wales, which affected the grid connection requirements. These were:

- Two Irish wind farm projects, Greenwire and Codling Wind Park, both signed agreements to connect to the network at the substation in Pentir, Gwynedd.
- Celtic Array Ltd cancelled its offshore Rhiannon Wind Farm. This meant National Grid no longer needed to build a local connection to the existing line on Anglesey at Rhosgoch.
- Horizon Nuclear Power reduced the amount of energy it intended to generate from Wylfa Newydd nuclear power station and changed connection dates to the mid-2020s.

5.5.3 These changes required a review of the preliminary preferred option of an overland connection from Wylfa to Pentir, which took time to complete. With all the energy generation changes that took place, it was important that a thorough review was undertaken to ensure the most appropriate option was taken forward, based on the information available. The review carried out established that additional network capacity was still required, and that the preliminary preferred option was still the most appropriate to progress. Further information on this review is provided under **Section 3.4** of this report.

Spring 2013 Project Newsletter

- 5.5.4 In the spring of 2013 National Grid produced a dual language Project Newsletter and sent this to all addresses in the Stage One consultation zone. The newsletter thanked everyone who had taken part in the Stage One Consultation and provided an overview of themes and key questions received during the consultation. National Grid also updated the website and sent an email update out to registered users.
- 5.5.5 The newsletter was also issued to stakeholders (including town and community councils and relevant political stakeholders), stakeholder organisations, and land owners and occupiers with the existing overhead line infrastructure on or over their land.

Public Awareness Survey – spring 2013

- 5.5.6 Also in the spring of 2013, National Grid commissioned a further independent public awareness survey to feedback on a range of issues. This was intended to obtain views of a broad and representative sample of the area and provided a means of reaching those who may not have necessarily participated in the Stage One Consultation. The survey sought to:
- gauge the level of understanding and knowledge of the electricity transmission network;
 - gauge the level of understanding and knowledge about projects in the local area and consultations around them; and
 - gain insight on the most appropriate method of communicating information about new projects.
- 5.5.7 Results from the research highlighted the following:
- 59 per cent of all respondents were aware of new low carbon projects in North Wales. 58 per cent of those who were aware of new projects mentioned offshore wind farms, 49 per cent nuclear power stations and 47 per cent onshore wind farms.
 - Awareness of National Grid was very high, with 96 per cent of respondents having heard of National Grid.
 - Familiarity with National Grid's role was also good – only 13 per cent said they did not know, or were not sure what National Grid did.
 - The majority (62 per cent) recognised the need to update the electricity grid as a result of new projects.
- 5.5.8 In general, residents across all areas shared similar levels of concern over the development of the electricity transmission system. The biggest concerns for residents were that the development would be unsightly or the environment would be affected.
- 5.5.9 Residents felt that National Grid does consider different factors when planning new work – in particular energy security is thought to be considered to a large extent. Residents were most concerned that tourism is not considered by National Grid.
- 5.5.10 Half of respondents (50 per cent) were aware that National Grid had held consultations in Autumn 2012 with 23 per cent of those who were aware of the consultation having taken part.
- 5.5.11 The majority of respondents who did not take part in the consultation process noted it was due to other commitments (39 per cent). This was particularly the case for those aged 35-64, with 45 per cent citing other commitments, compared to 22 per cent of those aged 65+.

Other reasons for not taking part included: not being interested or not finding it relevant (8 per cent) and that it didn't affect the respondent (8 per cent).

- 5.5.12 Just under half (48 per cent) of respondents recalled receiving a National Grid newsletter. Seven in ten (71 per cent) felt the level of information in the newsletter was about right.
- 5.5.13 Respondents' most commonly preferred method for receiving information was via a newsletter delivered to their door (39 per cent).
- 5.5.14 Around two thirds of respondents (64 per cent) said they would prefer future National Grid exhibitions to be held in village halls.

Additional engagement January 2013 to January 2015

- 5.5.15 During this period National Grid undertook a series of activities with the local community and stakeholders to build relationships and provide Project updates. These included:
- **Horizon Nuclear Power open surgeries:** National Grid attended Horizon Nuclear Power's monthly open surgeries throughout this period to engage with the public and to provide updates on its work.
 - **Anglesey Show:** National Grid attended the Anglesey Show in 2013 and in 2014 in order to engage with the public and to provide an update on its work. This county show is one of the largest community events held in the county and attracts approximately 60,000 visitors across two days.
 - **The Anglesey Energy Island Programme:** During this period, National Grid attended regular meetings with Anglesey Energy Island Programme representatives to discuss the North Wales Connection Project, its progress and consultation approach.

Project update – January 2015

- 5.5.16 In January 2015, National Grid announced its preferred route corridor following a review of the Project due to the changes in energy proposals in North Wales described above.
- 5.5.17 Known as the Orange route corridor, the preferred route corridor broadly follows the route of the existing overhead line. National Grid explained in its announcement that the new connection would be additional to the existing overhead line, which needs to be retained.
- 5.5.18 At the same time, National Grid stated that overhead lines would not be used to cross the Anglesey Area of Outstanding Natural Beauty (AONB) and the Menai Strait. The connection would be put underground in this area.
- 5.5.19 National Grid also published an updated Need Case and Strategic Options Report (January 2015) to explain its selection and appraisal of its options and to explain in more detail why National Grid chose to progress with an overhead line connection and undergrounding at the Menai Strait.
- 5.5.20 At the same time, National Grid published its document Summary of Key Project Changes and Updates (January 2015). This detailed the number of changes to the proposed sources of energy generation in North Wales that had occurred since October 2012. A copy is provided in **Appendix 6** to this report.
- 5.5.21 To inform consultees of the selection of route corridor, National Grid produced a range of materials to explain the choice and the factors that had influenced it, including a Project Newsletter, Information Booklet and updated website. The Information Booklet included an assessment of each of the route corridors included in the Stage One Consultation and an explanation of the role of consultation feedback, environmental, technical and cost

requirements in the selection of the preferred route corridor. The information was shared with consultees in the following actions:

- A dual language Project Newsletter was produced and mailed to addresses in the consultation zone (as at the Stage One Consultation). A copy of this newsletter is provided in **Appendix 5** to this report.
- A dual language Information Booklet (January 2015) providing a detailed explanation of the choice of route corridor was produced. Copies were made available in reference locations throughout the Stage One Consultation zone and were available on request. A copy of the Information Booklet is provided in **Appendix 7** to this report.
- A news release was issued to local media print, broadcast and online titles.
- The Welsh and English Project websites were updated and an email was sent to website subscribers. All documents relating to the January 2015 update were made available on the website.
- National Grid sent an update by letter or email to local authorities including county councillors, town and community councils, and stakeholder organisations, with briefings held on request.

5.5.22 A detailed technical report on the selection of the preferred route corridor was produced and published for consultation as part of the Stage Two Consultation undertaken between 21 October 2015 and 16 December 2015, enabling people to provide feedback on the preferred route corridor selection.

5.6 Summary of feedback received between Stage One Consultation and Stage Two Consultation

5.6.1 From the start of the Stage One Consultation onwards, National Grid has maintained Welsh and English Project websites and a Project email address, Freephone number and Freepost address. During the period between Stage One Consultation and Stage Two Consultation, a number of telephone calls, emails and letters were received. **Table 5.8** provides a summary of the feedback received during this period, together with a summary of how National Grid has had regard to the feedback received.

Table 5.8: Summary of feedback received between Stage One Consultation and Stage Two Consultation and how National Grid has had regard to the feedback

Summary of issue	How National Grid has had regard to the feedback received
Subsea Connection	
<p>The majority of comments received during this period called for National Grid to reconsider a subsea connection.</p> <p>A hybrid option, proposed during the Stage One Consultation, also featured prominently in feedback during this period. The hybrid option comprised a combination of</p>	<p>At this stage in the Project, National Grid undertook a review of all of the technology options it had previously proposed, together with the hybrid option put forward by a number of consultees, to back-check its decisions. National Grid published an updated Strategic Options Report in January 2015 which explained the work it had done and its conclusions.</p> <p>National Grid provided an up-to-date Strategic Options Report at each stage of consultation, enabling people to understand the alternative strategic options considered and provide comment.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which</p>

Summary of issue	How National Grid has had regard to the feedback received
<p>overhead lines and subsea cables. It was felt a hybrid option would reduce the risks that a wholly subsea connection could pose in both technical and financial terms. National Grid was asked to consider this.</p>	<p>appraises the technology choices, environmental considerations, and costs of the strategic options considered, including subsea connections and the hybrid option, and the reasons for selecting the preferred option.</p> <p>Subsea</p> <p>Subsea connection options for Wylfa Newydd present technical and cost challenges.</p> <p>In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.</p> <p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p> <p>Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (Document 7.2).</p> <p>A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.</p> <p>In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa</p>

Summary of issue	How National Grid has had regard to the feedback received
	<p>Newydd.</p> <p>Hybrid option</p> <p>The 'hybrid option' would involve the construction of a new overhead line on the western half of Anglesey, replacing the current 132 kV, a section of subsea cable between Valley on Anglesey and the west Gwynedd coast, and either an overhead line or underground cable a new substation of the existing overhead line from Pentir to Trawsfynydd.</p> <p>This option was considered as a direct result of feedback to the Stage One Consultation, but was discounted for the reasons provided below:</p> <p>Whilst the development of a new substation could facilitate the removal of part of the existing smaller overhead line that already crosses the western half of the island, this would only partially reduce the effects of the new line. The 'hybrid option' would also involve the installation of very long lengths of buried cable (totalling at least 180 kilometres of individual cable), the vast majority of which would be laid on the seabed. Assuming a sixty year operating period for the Wylfa Newydd power station this cable is likely to need replacing at some point in the future, and could be susceptible to damage by seabed movement or maritime activities such as anchoring or dredging.</p> <p>In both instances this would greatly increase the capital and lifetime costs of this option in comparison with an equivalent overhead line.</p>
Undergrounding	
<p>Comments were received during this period calling for National Grid to consider undergrounding all or part of the route from Wylfa to Pentir.</p> <p>In addition, many people told National Grid that the Menai Strait and Anglesey Area of Outstanding Natural Beauty (AONB) are particularly special places and that the connection should be put underground here.</p>	<p>When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these</p>

Summary of issue	How National Grid has had regard to the feedback received
	<p>areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p>
Landscape	
<p>Comments were received expressing concern regarding the visual effect associated with pylons and overhead lines. It was felt any new overhead line in the area would have an adverse effect on visual amenity and would have a direct impact on tourism and the local economy.</p> <p>One comment was received raising concern about the cumulative impact of the existing overhead line and infrastructure in the area that it would have an adverse effect on visual amenity.</p>	<p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively), which also consider the potential cumulative effects of the new connection and the existing overhead line.</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected</p>

Summary of issue	How National Grid has had regard to the feedback received
	by the Project, and the assessment of effects on tourism includes a receptor-based assessment and a tourism survey.
Historic Environment	
<p>Comments were received expressing concern that National Grid had not given enough consideration to the cultural heritage of the area when deciding on its preferred connection option and route corridor options for the Project. Respondents said they considered the area to have a rich cultural heritage.</p>	<p>National Grid has carefully considered the historic environment in the development of the Project, working closely with the local authorities and other organisations including the Gwynedd Archaeological Planning Service and Cadw. Potential effects on historic assets were considered during the identification of the preferred route corridor and route option, and in the detailed design of the connection alignment. This included consideration of the setting of Listed Buildings and Scheduled Monuments in accordance with statute, policy and guidance.</p> <p>For example, alongside consultation feedback, an important factor in the decision to place the proposed connection underground in the area of the Menai Strait were the location of the Plas Newydd and the Vaynol Estate Registered Parks and Gardens, both protected heritage assets.</p> <p>Effects on the historic environment have been assessed and are reported in Chapter 10 of the ES, Historic Environment (Document 5.10).</p> <p>National Grid recognises the challenges in balancing environmental, socio-economic, cost and technical considerations when making a judgement on the most appropriate overall solution for society. National Grid has considered all of these factors and concluded that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line. National Grid considers that this would fulfil its statutory duties and complies with national planning policy. The Strategic Options Report (Document 7.2) contains further information on this decision. The Planning Statement (Document 7.14) sets out how the proposed development complies with national planning policy.</p>
Funding of National Grid projects	
<p>National Grid received questions about how new projects are funded and how much the North Wales Connection Project was going to cost electricity consumers.</p>	<p>When designing new connections National Grid is required by national policy statements issued by the UK Government and its statutory duties to strike a balance between environmental, socio-economic, cost and technical considerations. This includes whether new routes should use overhead lines or underground or subsea cables, either throughout or in part.</p> <p>National Grid builds, owns and operates its own electricity transmission network and associated infrastructure. New transmission infrastructure is built based on the future connection of new electricity generation and demand. National Grid pays the many millions of pounds it costs to build a new power transmission line up-front, which is then recovered from consumers through energy bills over the lifetime of the asset,</p>

Summary of issue	How National Grid has had regard to the feedback received
	<p>typically 40 years.</p> <p>National Grid's investment in vital infrastructure in the UK amounts to many billions of pounds, with the funding for these up-front costs coming from National Grid's shareholders and the institutions that lend it money.</p> <p>Shareholder and institutional investment therefore brings a major benefit to electricity bill payers as it allows the recovery of the cost of National Grid's investment to be spread out over many years, rather than having an up-front spike in household or business electricity bills when National Grid builds a large new transmission line.</p> <p>For these reasons National Grid has a statutory duty to be coordinated, economic and efficient when developing new transmission proposals.</p> <p>After careful consultation and appraisal of the options, National Grid considers the overhead line and tunnel in the Menai Strait area represent the most appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
Alternative options	
<p>A number of respondents questioned whether the former Shell pipeline from Amlwch to Stanlow would be suitable for an underground connection. It was suggested that this would be a more economic and environmentally viable option.</p>	<p>National Grid investigated the option of using the former Shell pipeline when developing its proposals.</p> <p>Placing the cables inside the pipe gives rise to a number of technical challenges which National Grid considered to be insurmountable and that could potentially compromise the connection. These included, among other things, installation and jointing difficulties, access for repairs following faults and poor heat dissipation</p>
Health and safety	
<p>A number of comments were received from local residents expressing concerns about the perceived health risks of overhead lines with particular concern relating to Electric and Magnetic Fields (EMFs). Concern was raised with regard to living in close proximity to high voltage infrastructure and long-term exposure to EMFs.</p>	<p>Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.</p> <p>Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.</p> <p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and</p>

Summary of issue	How National Grid has had regard to the feedback received
	<p>precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report (Document 5.25) as part of the application which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.</p> <p>In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that <i>"...Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern."</i></p> <p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p>
Meaningful consultation/challenge consultation	
<p>Similar to feedback received during Stage One Consultation, comments received challenged the influence feedback would have</p>	<p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was</p>

Summary of issue	How National Grid has had regard to the feedback received
<p>on National Grid’s decision making process. It was felt National Grid had already decided what it was going to build and consultation was ‘meaningless’.</p>	<p>undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area. • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid’s statutory obligations.</p> <p>Through the published community documents and technical reports, including this report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p>
Tourism and the local economy	
<p>Comments were received expressing concern that an overhead line would have a detrimental effect on tourism which was cited as one of the largest sources of income for the local economy.</p>	<p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment.</p>

Summary of issue	How National Grid has had regard to the feedback received
	<p>This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people’s behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>
Safety	
<p>One comment was received expressing concern about how nuclear waste would be treated and the threat of a terrorist attack on a nuclear power station.</p>	<p>All comments and questions on the proposed new nuclear power station at Wylfa including those relating to safety were directed to Horizon Nuclear Power, the company proposing the new nuclear power station.</p>

Summary of issue	How National Grid has had regard to the feedback received
Noise	
<p>Comments were received expressing concern regarding the noise of overhead lines particularly in wet weather and the potential for this to increase for properties in close proximity to the overhead line.</p>	<p>National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.</p> <p>Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings. Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.</p> <p>Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is minimised.</p> <p>Noise levels and the effect on residential properties are carefully considered when planning new infrastructure. The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including in relation to local residents. Construction noise is considered in Chapter 15 of the ES, and operational noise in Chapter 16 (Document 5.15 and 5.16 respectively).</p>

6. NON-STATUTORY STAGE TWO CONSULTATION

6.1 Introduction

6.1.1 This chapter describes the work undertaken in preparation for the Stage Two Consultation and the activities undertaken during the consultation period, followed by an overview of the responses received and how the feedback received was taken into account by National Grid.

6.1.2 Also included within this chapter is a summary of the ongoing engagement undertaken by National Grid following the Stage Two Consultation, an overview of feedback received during the period up to the start of the Stage Three Consultation and how that feedback was considered by National Grid.

6.2 Engagement Activities Prior to and in Preparation for Stage Two Consultation

6.2.1 During the period from January 2015 to the start of the Stage Two Consultation in October 2015, engagement took place with a number of stakeholders, as described further below.

6.2.2 This activity provided National Grid with the opportunity to:

- explain how the changing energy proposals in North Wales led to the need to review the work undertaken to date;
- provide regular updates on progress with the Project and work being undertaken, including consideration of route options and locations for sealing end compound search areas; and
- build upon the existing relationships with stakeholders and the community.

Pre-consultation activities

Briefings with stakeholders

6.2.3 Meetings and briefings were held with North Wales Members of Parliament (MPs), Assembly Members (AMs), Isle of Anglesey County Council and Gwynedd Council following the Project update provided in January 2015 which announced the preferred route corridor and that the connection would be placed underground at the Menai Strait and in advance of the Stage Two Consultation beginning in October 2015.

6.2.4 Other relevant stakeholders also briefed at this stage were:

- Bangor University;
- Cadw;
- Farmers Union Wales;
- Gwynedd Archaeological Planning Service;
- Gwynedd Council officers;
- Gwynedd Local Access Forum;
- Horizon Nuclear Power;
- Isle of Anglesey County Council officers;

- Magnox North;
- Natural Resources Wales;
- National Trust;
- Network Rail;
- North Wales Police;
- Snowdonia National Park Authority;
- Town and Community Councils on Anglesey;
- Welsh Government; and
- Welsh Local Government Association;

Summer 2015 Project Newsletter

- 6.2.5 In summer 2015, a community update was issued to homes and businesses within the Stage Two Consultation zone on Anglesey and in North Gwynedd (the preferred orange route corridor with a 2km buffer zone), along with stakeholder organisations to inform them of the upcoming non-statutory (Stage Two) consultation in the autumn of 2015 and provide details of National Grid's educational outreach activity. A copy of the Summer 2015 Project Newsletter can be found in **Appendix 8** to this report.

Anglesey Show

- 6.2.6 The National Grid team exhibited at the Anglesey Show held on 11 and 12 August 2015. The Project team was available to answer any questions about the Project, all of the latest information was available and the team ran a VEX robotics competition for children. The county show is one of the largest community events held in the region and attracts approximately 60,000 visitors across two days.

Supporting Horizon Nuclear Power

- 6.2.7 During the period between the Stage One Consultation and the start of the Stage Two Consultation National Grid regularly attended the Wylfa Project Liaison Group meetings and open surgeries held by Horizon Nuclear Power.

The Anglesey Energy Island Programme

- 6.2.8 National Grid attended meetings with Anglesey Energy Island Programme representatives to discuss the North Wales Connection Project and its progress during the period running up to the Stage Two Consultation.

Stage Two Consultation Strategy

- 6.2.9 Due to its non-statutory status, National Grid developed a Consultation Strategy for the Autumn 2015 Stage Two Consultation rather than a formal Statement of Community Consultation. This was developed in conjunction with Isle of Anglesey County Council and Gwynedd Council. The strategy sets out National Grid's approach to consultation on the North Wales Connection Project at this stage, including a variety of engagement techniques and an explanation of how feedback could be submitted.
- 6.2.10 The Consultation Strategy included the methodology for undertaking non-statutory pre-application consultation on the Project including objectives to make the consultation as accessible as possible to the wider community. It also included the following information: the Project description; work to date and timings; proposals in North Wales; details of the

consultation; an explanation of how feedback could be provided and how it would be taken into account; and next steps for the Project.

- 6.2.11 The Consultation Strategy is a bilingual document. It was made available on the Project website, at information points and reference points across the Project area. The list of locations was advertised in the Project Newsletter at Stage Two Consultation, in newspaper adverts, on posters and on the Project website. The Stage Two Consultation Strategy can be found in **Appendix 9** of the report.
- 6.2.12 The approach for consultation was developed ahead of the Stage Two Consultation and the Consultation Strategy was developed taking account comments from the local authorities and other relevant information as detailed below.

Legal requirements and government guidance

- 6.2.13 While the Stage Two Consultation was non-statutory, National Grid took account of its obligations under the Electricity Act 1989 and had cognisance of the Planning Act 2008 and related guidance when drafting plans for the consultation. These include legal requirements for how it develops connections and consults with the people affected. For example, the list of prescribed consultees under the Planning Act 2008 was taken into account when developing the list of consultees for the non-statutory Stage Two Consultation.

Liaison with local authorities

- 6.2.14 Advice was sought from Isle of Anglesey County Council and Gwynedd Council on how best to engage with communities in the area and draft versions of the strategy were shared for review and comment.
- 6.2.15 On 13 April 2015, National Grid met with Gwynedd Council officers to present and discuss the approach to and content of the Consultation Strategy for Stage Two Consultation. On 7 May 2015, a meeting was held with Isle of Anglesey County Council officers to discuss the Consultation Strategy.
- 6.2.16 The draft Consultation Strategy was shared with both local authorities by email on 24 July 2015, requesting feedback by 17 August 2015.
- 6.2.17 Advice from the local authorities was received on event locations, information point locations, hard-to-reach groups, the consultation zone, communication materials and content. The content and structure of the Consultation Strategy itself was also commented upon.
- 6.2.18 National Grid considered the information received from the local authorities to be important in shaping its overall approach to consultation.

Town and community councils

- 6.2.19 When advice was given during meetings with town and community councils in the run up to the Stage Two Consultation such as venue suitability, and important themes issues and questions, this was also considered in consultation planning.

Consultation to date

- 6.2.20 National Grid considered feedback it received about its consultation methods during the Stage One Consultation. This included, for examples, consultees' experience of events, their opinions on information provided and the type of questions they asked about National Grid's proposals. It also reflected on its own experience of consultation and any lessons learned.

Public awareness surveys

- 6.2.21 Feedback received to two ‘public awareness surveys’ (see **Sections 5.2 and 5.5**) was also considered in developing the Consultation Strategy.

Demographics

- 6.2.22 Census information on population density, the local area and access to the internet in the local area were also considered in planning consultation activities.

Other consultations

- 6.2.23 National Grid took into consideration activities being undertaken by others in the area to avoid date clashes on upcoming consultations. National Grid formed part of the Energy Island Programme Communications Group, along with other developers. This was a useful forum to discuss dates and activities and National Grid directly communicated with other developers, including Horizon Nuclear Power and Greenwire, on consultation dates. No other major consultations were held during the period of National Grid’s Stage Two Consultation.

6.3 Stage Two Non-statutory Consultation Activities**Introduction**

- 6.3.1 The Stage Two Consultation began on 21 October 2015 and closed on 16 December 2015.
- 6.3.2 The objective of the Stage Two Consultation was to provide information and gather views from stakeholder organisations and the local community on the Project proposals at that stage. The information provided at the Stage Two Consultation:
- Explained the background and Need Case for the Project.
 - Set out the process National Grid used to identify ways of making a connection between the proposed new nuclear power station, Wylfa Newydd, and National Grid’s existing substation at Pentir, Gwynedd.
 - Explained why different technologies for making the new connection had been discounted.
 - Provided an overview of the feedback received to date from prescribed stakeholder organisations and the local community.
 - Set out the process National Grid used to identify route options within the chosen route corridor, explained the paralleling principle and presented the route options within five sections.
 - Set out the process National Grid used to identify search areas for the sealing end compounds needed for crossing the Menai Strait and presented the search area options.
- 6.3.3 Based on the information provided as part of the Stage Two Consultation, National Grid sought views on the latest proposals and work to date, the route options within the five sections, the sealing end compound search areas, together with any other information stakeholder organisations and the local community felt National Grid should be made aware of at that stage.
- 6.3.4 The following technical reports were published at the start of the Stage Two Consultation:

- **Wylfa-Pentir Preferred Route Corridor Selection Report, October 2015** – explains the appraisal work undertaken in identifying the proposed orange route corridor across Anglesey, which broadly follows the route of the existing overhead line across the island, as the preferred option, and National Grid’s preference to use underground cables to cross the AONB and Menai Strait.
- **Wylfa-Pentir Route Options Report, October 2015** - explains how National Grid identified the proposed route options for the new connection within the preferred orange route corridor.
- **Need Case, January 2015** - explains why the North Wales Connection Project and the work National Grid needs to carry out is required.
- **Strategic Options Report, January 2015** - explains more about the connection options National Grid looked at, including subsea options.
- **Feedback Report, June 2014** - provides a summary of all the themes raised by consultees during the first Project consultation period (Stage One) in 2012 and National Grid’s responses.

6.3.5 Information on the community materials published at the start of the consultation is provided below.

6.3.6 The main consultation activities that took place for the Stage Two Consultation involved 16 public exhibitions and meetings with stakeholder organisations as required. In organising exhibitions, National Grid sought to use venues that were accessible to visitors. This included having disabled access, being well-located and of a suitable size to accommodate a large number of people. A feedback form was provided as part of this consultation to gather views on the proposals.

6.3.7 The Stage Two Consultation received 2,076 pieces of feedback, including 15 responses from technical stakeholders. The overall response to the consultation represents a small proportion of those who were made aware of the proposals through the distribution of the Project Newsletter to approximately 15,000 residents across Anglesey and Gwynedd in a defined consultation zone (described below), local newspaper adverts and other awareness activities.

6.3.8 A Feedback Report on the Stage Two Consultation was produced and published in May 2016, explaining the process and detailing the issues raised. This document was published on the Project website (www.northwalesconnection.com / www.cysylltiadgogleddcymru.com) and can be found in **Appendix 11**.

Consultation zones

6.3.9 National Grid designated a geographical Consultation Zone for the Stage Two Consultation that extended 2km around the boundaries of the orange route corridor. This was the route corridor chosen by National Grid as preferred following the Stage One Consultation and further assessment work.

6.3.10 This Consultation Zone included properties that were in closest proximity to the proposals and therefore most likely to experience any effects from the work such as visual effects or during construction. A map of the consultation zone can be found in Appendix C to the Stage Two Consultation Feedback Report (**Appendix 11**).

6.3.11 All addresses within National Grid consultation zones were sent a Welsh and English Project Newsletter, which included a large project map showing the proposed route options and sealing end compound search areas, with a bilingual covering letter.

Consultation with Local Authorities

- 6.3.12 At the launch of Stage Two Consultation, a Project Newsletter and covering letter was sent to lead officers at Isle of Anglesey County Council and Gwynedd Council.
- 6.3.13 Councillors whose wards were in the consultation zone were sent a copy of the Project Newsletter with covering letter. An email was also sent to all county councillors and contained a copy of the Project Newsletter and information on the consultation. This was issued by officers at both Isle of Anglesey County Council and Gwynedd Council on behalf of National Grid.
- 6.3.14 National Grid also held phone briefings with the chief executives and leaders of both local authorities on 21 October 2015.
- 6.3.15 On 23 October 2015 National Grid held a briefing with Isle of Anglesey County Council officers and council members to provide an overview of the Stage Two Consultation and answer questions on its proposals.
- 6.3.16 On 26 October 2015, a briefing was held with Gwynedd Council officers and members to provide an overview of the consultation and give further information on National Grid's proposals in Gwynedd.

Consultation with MPs and AMs

- 6.3.17 MPs and AMs in whose constituencies the proposals were located were issued with a Project Newsletter and covering letter. National Grid offered briefings to all MPs and AMs and undertook both phone briefings and face to face meetings with those that accepted the invitation (detailed in **Table 6.1**). These briefings provided an overview of the proposals and consultation as well as how local communities were being consulted.
- 6.3.18 MPs and AMs were also sent a USB memory stick containing copies of project materials. Further details of the USB memory sticks and the information they contained is provided below.

Table 6.1: MP and AM briefings that occurred during the non-statutory Stage Two Consultation

Date of phone briefing	Attendees
21 October 2015	Albert Owen MP
21 October 2015	Llyr Gruffydd AM
21 October 2015	Rhun ap Iorwerth AM
21 October 2015	Janet Haworth AM
Date of face-to-face meeting	Attendees
20 November 2015	Hywel Williams MP and Alun Ffred Jones AM

Consultation with Town and Community Councils

- 6.3.19 All town and community councils on Anglesey and within the consultation zone in Gwynedd were sent letters and emails with a copy of the Project Newsletter. They also received a USB memory stick containing project documents including community materials and technical reports.

Briefings for town and community councils

- 6.3.20 On 23 October 2015 National Grid held a briefing with Anglesey town and community councils on the latest proposals and consultation, and answered questions. The briefing was attended by representatives from the following town and community councils:
- Menai Bridge Town Council
 - Llanfihangelceifiog Community Council
 - Mechell Community Council
 - Trewalchmai Community Council
 - Llanfairpwllgwyngyll Community Council
 - Beaumaris Town Council
 - Pentraeth Community Council
 - Llangefni Town Council
 - Trewalchmai Community Council
 - Trearddur Community Council
 - Llanfair-Mathafarn-Eithaf Community Council
 - Penmynydd Community Council
 - Rhosybol Community Council
 - Llandonna Community Council
 - One Voice Wales Anglesey Committee
 - Aethwy (County Council ward)
- 6.3.21 On 26 October 2015 National Grid held a briefing with Gwynedd town and community councils to provide an overview of the consultation, with a focus on its proposals within Gwynedd. A representative from the One Voice Wales Arfon and Dwyfor Committee attended the briefing. No others accepted the invitation.

Consultation with Stakeholder Organisations

- 6.3.22 While the Stage Two Consultation was not a statutory consultation, National Grid organised stakeholder groups into prescribed and non-prescribed in line with the requirements of the Planning Act 2008 for statutory consultations. A list of statutory consultees can be found in the Stage Two Consultation Feedback Report provided in **Appendix 11**. For the purpose of this consultation, statutory consultees were defined as organisations that may be listed as stakeholder organisations in accordance with the Planning Act 2008.
- 6.3.23 Statutory consultees were sent a Project Newsletter and covering letter together with a USB memory stick containing copies of all community consultation materials and technical documents.
- 6.3.24 Themed briefings were held for selected stakeholders to update them on the proposals and ask for feedback on the latest stage of the Project's development. Organisations that represented specific aspects of the Project were invited to attend the briefing and provide comment. Four themed briefings were held during consultation, as detailed in **Table 6.2**.

Table 6.2: Stage Two Consultation: Themed briefings for statutory stakeholders

Date of briefing	Attendees
27 October 2015	Key stakeholders (including Local Authority Officers)
27 October 2015	Landscape and cultural heritage bodies
28 October 2015	Ecology bodies

Date of briefing	Attendees
2 November 2015	Socio-economic and tourism bodies

- 6.3.25 Non-statutory stakeholders included special interest groups that National Grid identified that may be affected or have an interest in the Project. These consultees were sent a Project Newsletter and covering letter together with a USB memory stick containing copies of all community consultation materials and technical documents.

Consultation with hard-to-reach groups

- 6.3.26 In ensuring that the consultation was as inclusive as possible National Grid recognised that some groups have specific requirements for taking part.
- 6.3.27 Through consultation with Isle of Anglesey County Council and Gwynedd Council a list of 'hard-to-reach' organisations and contacts were identified. They represented young people, elderly people and those with disabilities or special needs, who may require specific activities in order to participate in the consultation.
- 6.3.28 On 21 October 2015, letters were sent to each of these organisations containing information on the consultation. National Grid also gave groups the opportunity to raise specific consultation activities that might benefit the people they represented. No specific requests were made.
- 6.3.29 In partnership with the North Wales Society for the Blind, a copy of the Project Newsletter was commissioned by National Grid and recorded in Welsh and English. It was issued to those on the Society's subscribers list and uploaded to the Project website.

Consultation with landowners

- 6.3.30 Land and homeowners closest to the proposals were notified 24 hours in advance of consultation launch. The letter issued included a copy of the newsletter, contact details for land agents, Dalcour Maclaren, and the offer of a meeting to discuss the proposals further.
- 6.3.31 Land agents and agricultural/land stakeholders were sent a Project Newsletter and covering letter together with a USB memory stick containing copies of all community consultation materials and technical documents. Contact details for National Grid's appointed land agents, Dalcour Maclaren, were included in addition to a meeting offer.

Materials to explain the proposals and consultation

- 6.3.32 A range of consultation materials were produced and offered varying levels of information to the reader depending on the detail they required.

Project Newsletter

- 6.3.33 National Grid's main form of direct communication with local communities was a Project Newsletter. This provided an overview of the proposals, details of the consultation, including exhibition event dates and information on how to provide feedback. It also contained a large map showing the proposed route options and sealing end compound search areas.

6.3.34 The newsletter was issued to nearly 15,000 addresses including all residents and businesses within the consultation zone and those who participated in the Stage One Consultation. It was also issued to all identified stakeholders.

6.3.35 Copies of the newsletter were made available at public and civic buildings and online. The Stage Two Consultation Project Newsletter is available in **Appendix 10** of this report.

Overview document

6.3.36 An Overview document was produced in Welsh and English and made readily available at information points, online and at consultation events. This provided more in-depth information about the proposals and project developments to date. This included connection options that had been discounted and the work that had been undertaken in response to feedback received during the Stage One Consultation.

Frequently Asked Questions (FAQ)

6.3.37 A Project FAQ was also produced in Welsh and English to provide further insight into the decision-making process and development of the proposals.

Feedback form

6.3.38 A feedback form was produced in Welsh and English for consultees to provide comments on the proposals. This was organised into sections to help people comment on different elements of the proposals. Copies were available at information points, at consultation events and on request from the community relations team. People were not limited to providing feedback via this form and could also respond in writing by freepost or email (detailed further under '*Ways of providing feedback*' below).

USB memory sticks

6.3.39 All documents were made available on USB memory sticks available at consultation events or on request from National Grid's Community Relations Team. The documents on the USB memory sticks included:

Consultation documents

- Feedback form;
- Project News, Autumn 2015;
- Project Overview, October 2015;
- Questions and Answers, October 2015; and
- Stage Two Consultation Strategy.

Technical documents

- Wylfa to Pentir Preferred Route Corridor Selection Report, October 2015;
- Wylfa to Pentir Route Options Report, October 2015;
- Project Need Case, January 2015; and
- Strategic Options Report, January 2015.

Other useful documents

- Stage One Consultation Feedback Report, June 2014;

- Information Booklet, January 2015; and
- Project Film.

Project film

- 6.3.40 A dual-language film was produced exploring the strategic options considered and why National Grid was not proposing a subsea connection. It used animation and narration to explain the technical challenges posed by the technology option. The film was available to view at consultation events, on the website and on USB memory sticks.

Technical reports

- 6.3.41 Technical reports and maps were made available on the Project website and at reference locations for those who required more detailed information. These were also available free of charge on USB memory sticks at exhibition events and could be posted on request. The technical reports published comprised:
- Wylfa-Pentir Preferred Route Corridor Selection Report, October 2015;
 - Wylfa-Pentir Route Options Report, October 2015;
 - Project Need Case, January 2015;
 - Strategic Options Report, January 2015; and
 - Stage One Consultation Feedback Report, June 2014.

Supporting materials

- 6.3.42 Background information was made available and included documents from previous consultations and guidance and factsheets from National Grid and independent organisations:
- Agriculture and Farming Frequently Asked Questions;
 - A study into the effect of National Grid major infrastructure projects on socio-economic factors;
 - Electric and Magnetic Fields – The Facts (produced by the Energy Networks Association);
 - National Grid and the electricity industry;
 - National Grid's approach to the design and routing new electricity transmission lines;
 - National Grid's transmission infrastructure and its effect on local people, communities and the local economy;
 - Overhead line construction/refurbishment;
 - The Holford Rules; and
 - Undergrounding high voltage electricity transmission lines – the technical issues.

- 6.3.43 All supporting materials were available at consultation events and on the Project website.

Project website

- 6.3.44 The Welsh and English Project websites are:
- www.northwalesconnection.com; and
 - www.cysylltiadgogleddcymru.com.
- 6.3.45 The websites provided information about the Project and included an FAQ section and the subsea film. Technical documents and Project maps were available for download. An interactive map was also available and allowed users to input a postcode and view the proposals in relation to their address.
- 6.3.46 The websites also included a feedback form which could be submitted digitally. A PDF copy of the feedback form was available for download.
- 6.3.47 During the Stage Two Consultation period, the English site received 2,241 unique hits and the Welsh site received 99.

Engagement

Reference locations

- 6.3.48 In order for people to have access to Project materials in the vicinity of their community, all Project materials were made available at reference locations both within and outside of the consultation zone, as listed in **Table 6.3**. Materials included the Project Need Case, the Strategic Options Report, and all other technical reports produced for the Stage Two Consultation, which provided detailed information on the development of the proposed route options
- 6.3.49 The Project Newsletter, Overview document, press release and website advertised the locations of reference materials.

Table 6.3: Reference locations for Stage Two Consultation materials

Anglesey	
Anglesey Business Centre	Cemaes Library
Anglesey Council Planning Service	Holyhead Library
Anglesey Main Council Office	Llangefni Library
Amlwch Library	Menai Bridge Library
Beaumaris Library	Wylfa Visitor Centre
Benllech Library	
Gwynedd	
Bangor Library	Caernarfon Library
Siop Gwynedd	

Information points

- 6.3.50 Information points were also established in 20 publically accessible locations across the consultation area for the duration of the consultation period. These were made up of a National Grid-branded freestanding literature stand that held hard copies of a number of key project documents for people to take away:

- Project Newsletter;
- Overview booklet;
- Feedback Form;
- Q&A document; and
- Consultation Strategy (reference copy only).

6.3.51 Information point locations (set out in **Table 6.4**) were detailed in the newsletter, Overview document and on the website.

Table 6.4: Information point locations for Stage Two Consultation materials

Anglesey	
Amlwch Library	Llanfairpwll Memorial Hall
Brynteg Library	Llanfechell Community School
Iorwerth Rowlands Centre, Beaumaris	Llangefni Library
Y Ganolfan Brynsiencyn	Menai Bridge Library
Cemaes Library	Penmynydd Village Hall
Esceifiog Community Centre, Gaerwen	Rhosybol School Community Hall
Holyhead Library	Siop Bodeilio, Talwrn
Llandegfan Parish Hall	Wylfa Visitor Centre
Gwynedd	
Bangor Library	Rhiwlas Village Hall
Caernarfon Library	Y Felinheli Medical Centre

Public Exhibitions

- 6.3.52 Influenced by Stage One Consultation feedback and input from both local authorities, the Stage Two Consultation included 16 public exhibitions held at publicly accessible venues and locations.
- 6.3.53 Exhibitions ran between 3 November 2015 and 28 November 2015 and were widely publicised through the Project website, newsletters and local newspaper advertising. The majority of exhibitions were within the consultation zone in close proximity to the proposed route options. A number were outside the zone in population hubs.
- 6.3.54 Exhibitions were held at a range of times and locations to provide the opportunity for as many members of the local community as possible to attend.
- 6.3.55 The events gave the local community the opportunity to view the proposals and talk to the Project team. National Grid ensured the consultation team contained individuals with specialist expertise in key areas including planning and the options appraisal process, environment, health, construction (including overhead and underground line construction), transport and the consultation process to help ensure as many people as possible received comprehensive answers to their questions.

- 6.3.56 Core community materials including exhibition boards were presented in both Welsh and English and bilingual members of staff were present for all events. Large-scale maps and the subsea film were also available to view and Project materials were available to take away on USB memory sticks.
- 6.3.57 Representatives from Horizon Nuclear Power attended events closest to its proposed project area to answer any queries related to Wylfa Newydd. A representative from Greenwire attended the event in Rhiwlas to answer any queries related to its proposals for wind energy generation.
- 6.3.58 **Table 6.5** includes information on the number of visitors to each exhibition event during the consultation period. A total of 405 visitors were recorded across these public exhibitions.

Table 6.5: Location and number of attendees at public exhibition events for the Stage Two Consultation

Date	Location	Time	Number of attendees
3 November 2015	Canolfan Ebeneser, Llangefni	1.30pm – 7.30pm	23
4 November 2015	Tre-Ysgawen Hall, Capel Coch	1.30pm – 7.30pm	58
6 November 2015	Cemaes Village Hall	1.30pm – 7.30pm	19
7 November 2015	Rhosybol School Community Hall	10am – 4pm	37
10 November 2015	Celtic Royal Hotel, Caernarfon	1.30pm – 7.30pm	11
11 November 2015	Rhiwlas Village Hall	1.30pm – 7.30pm	10
13 November 2015	Talwrn Village Hall	1.30pm – 7.30pm	38
14 November 2015	Llanfairpwll Primary School	10am – 4pm	59
17 November 2015	Holyhead Town Hall	1.30pm – 7.30pm	4
18 November 2015	Menai Bridge War Memorial Institute Community Centre	1.30pm – 7.30pm	26
20 November 2015	Amlwch War Memorial Hall	1.30pm – 7.30pm	23
21 November 2015	Y Felinheli Memorial Hall	10am – 4pm	16
23 November 2015	Esceifiog Community Centre, Gaerwen	1.30pm – 7.30pm	30
24 November 2015	Capel Berea Newydd	1.30pm – 7.30pm	17
25 November 2015	Llanfechell Community School	2.30pm – 7.30pm	12
28 November 2015	Llanerch-y-medd Community School	10am – 4pm	22

Social Media

- 6.3.59 Tweets were issued from National Grid’s corporate twitter account @nationalgriduk regularly throughout the consultation, including information about consultation launch and reminders of its closing date. Tweets were issued in Welsh and English.

Emails to subscribers

- 6.3.60 A dual-language email to registered subscribers was issued at launch of the Stage Two Consultation and included links to the Project website. Subsequent emails were

issued to subscribers two weeks before consultation close and at the end of consultation.

Enquiry and information line

- 6.3.61 National Grid’s Community Relations Team operated a Freephone project enquiry line between Monday and Friday, 9am – 5pm with a messaging service available outside of these hours. Members of the public and stakeholders were able to speak to a member of the team to seek clarification on Project information or raise any queries. The enquiry line allowed callers to choose between a Welsh or English service.

Text messaging service

- 6.3.62 A free-to-receive text message service was established to allow people to receive free updates on the Project via SMS on their mobile phones.
- 6.3.63 Messages were sent to subscribers in Welsh and English in the lead up to and during the consultation period to encourage feedback and promote the public exhibitions.

Media Relations

- 6.3.64 A press release was issued in October 2015 to media across the Project area to coincide with consultation launch. Second and third press releases were issued a month and a week respectively before consultation closed to encourage further engagement.

Advertising and Other Promotion

- 6.3.65 Dual-language newspaper adverts for the public exhibitions, reference locations and consultation dates were placed in the publications shown in **Table 6.6**.

Table 6.6: Publications and dates for the newspaper adverts published for the Stage Two Consultation

Date published	Publication
8 October 2015	Golwg
8 October 2015	North Wales Chronicle
8 October 2015	Daily Post

- 6.3.66 Public exhibition posters were offered to all reference locations and community councils in addition to well-used community locations such as cafes and village halls for display. Posters included consultation dates, event locations and reference locations. Contact details for the Project were also included.

Welsh language

- 6.3.67 The following consultation materials for Stage Two Consultation were produced in Welsh:
- Project Newsletter;
 - Overview document;
 - FAQ;
 - Feedback form;
 - Project maps;

- Adverts and posters; and
- Project website.
- Exhibition panels

6.3.68 Welsh speaking members of the Project team were in attendance at every public exhibition and via the National Grid enquiry line. Feedback was welcomed in Welsh and submissions received a Welsh acknowledgement. All text messages, press releases and emails to subscribers were also produced and issued in Welsh.

Ways of providing feedback

6.3.69 Feedback from respondents could be provided in a number of ways, thereby providing flexibility for those giving comments. This included:

- A feedback form for the consultation. This was available at public exhibitions, information points and on the Project website. A copy can be found in Appendix D to the Stage Two Consultation Feedback Report provided in **Appendix 11** to this report.
- A dedicated email address – nationalgrid@northwalesconnection.com / nationalgrid@cysylltiadgoggedcymru.com
- A dedicated freepost address – FREEPOST NATIONAL GRID NW CONNECTION.
- Request for hard copies of the feedback form or further information could be made via Freephone 0800 990 3567 and Welsh and English language options were available.

6.3.70 The consultation closed on 16 December 2015. In order to ensure that all participants were able to submit their comments, National Grid accepted feedback until 4 January 2016 to allow for any delays that may have resulted from the Christmas period.

Number of responses received

6.3.71 In total 2076 responses were received to the Stage Two Consultation between 21 October 2015 and 4 January 2016. A total of 79 responses were in Welsh. All feedback was issued with a Welsh, English or dual-language acknowledgement to reflect the language in which comments were submitted.

6.3.72 In large scale public consultations, it is common for interest groups to ask their members and supporters to submit responses conveying the same specific views. As a result, three separate organised campaign letters were circulated throughout the Project area during consultation, objecting to the proposals. These consisted of set statements that were individually signed by members of the public, some of which contained additional comments alongside the standard response. The three separate organised campaign letters are referred to as ‘Organised submissions’ type A, B and C. Where additional text was provided, they were noted as ‘with variations’.

6.3.73 **Table 6.7** identifies the number of representations received through the different response mechanisms during consultation.

Table 6.7: Summary of the number and type of responses received from the local community during the non-statutory Stage Two Consultation

Representation type	Count
Email	68
Letter	42
Online feedback form	124
Hard copy feedback form	216
Organised submission Type A	206
Organised submission Type A with variations	9
Organised submission Type B	740
Organised submission Type B with variations	6
Organised submission Type C	622
Organised submission Type C with variations	7
Null representation	36
Total	2076

6.3.74 A total of 15 responses were received from technical stakeholders:

- Campaign for the Protection of Rural Wales (CPRW), National
- CPRW, Caernarfonshire Branch
- Dwr Cymru Welsh Water
- Gwynedd Archaeological Planning Service
- Gwynedd Council
- Isle of Anglesey County Council
- Ministry of Defence
- Môn a Gwynedd Friends of the Earth
- National Farmers' Union (Cymru)
- National Trust
- Natural Resources Wales
- RSPB Cymru
- The Coal Authority
- The Historic Environment Branch of Cadw
- The Marine Management Organisation

Analysing responses

6.3.75 All responses received during the Stage Two Consultation period were logged and analysed. This process is set out in detail in the Stage Two Consultation Feedback Report (available at **Appendix 11** to this report) and outlined in **Section 3.14**.

6.3.76 Once logged consultation responses were then transferred to an electronic analysis system so all issues raised could be captured and coded. National Grid analysed and responded to the themes identified in the Stage Two Consultation Feedback Report.

6.4 Overview of responses received and how National Grid has had regard to the feedback provided in Stage Two Consultation

- 6.4.1 During the Stage Two Consultation a total of 2,076 responses were received including 15 from technical stakeholders with the remaining coming from non-technical stakeholders, individuals and businesses. All comments were carefully considered by the Project team. As explained at Part 5.3 of the Stage Two Consultation Feedback Report the consultation feedback received was coded and grouped into themes and sub-themes to aid the analysis process. Chapters 6 to 19 of the Stage Two Consultation Feedback Report identify all the themes and sub-themes from the feedback received and provide National Grid’s response.
- 6.4.2 An overview of the responses received and main themes raised is set out in **Table 6.8**. The left-hand column summarises the themes raised, and the right-hand column explains how National Grid had regard to the feedback in the development of the Project.

Table 6.8: Summary of comments received during the Stage Two Consultation and how National Grid has had regard to the feedback received

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
Project Principles and Processes	
<p>Many respondents question the need case for the Project, arguing that the Project does not benefit Anglesey or Gwynedd and that on this basis, UK consumers should share in the costs of effective mitigation in the form of undergrounding or subsea. Some respondents challenge the need for the new nuclear power station and in turn the need for the new connection.</p>	<p>Need Case</p> <p>Wales and the rest of the UK needs new secure and reliable energy supplies while at the same time tackling climate change. This means a large investment in new low carbon power sources. This new energy needs to be able to get to the homes and businesses that need it throughout Wales and the UK, via the national electricity grid.</p> <p>In the overarching National Policy Statement for Energy (EN-1) (July 2011), the Government sets out the need for all types of nationally significant energy infrastructure projects, including new nuclear power stations. EN-1 states that <i>“nuclear power generation is a low carbon, proven technology, which is anticipated to play an increasingly important role as we move to diversify and decarbonise our sources of electricity. It is Government policy that new nuclear power should be able to contribute as much as possible to the UK’s need for new capacity.”</i> The National Policy Statement for Nuclear Power Generation (EN-6) (July 2011) identified Wylfa as a site that the Government has determined is potentially suitable for the deployment of a new nuclear power station before the end of 2025.</p> <p>National Grid is contractually obliged to connect Horizon Nuclear Power’s proposed nuclear power station, Wylfa Newydd. To do this, National Grid needs to build a new connection as the existing infrastructure does not have sufficient capacity to provide a secure and reliable connection for this new power station. The existing network was sufficient to connect the now decommissioned Wylfa A Magnox station as this had a much lower capacity than the proposed Wylfa Newydd.</p> <p>The National Electricity Transmission System Security and Quality of Supply Standard (SQSS) defines the minimum standards that</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>must be applied when planning and operating the electricity transmission system in the UK. It states that following the concurrent fault outage of any two transmission circuits (e.g. the two existing circuits between Wylfa and Pentir) the loss of power infeed shall not exceed 1.8GW. This is in order to safeguard the reliable operation of the grid system. Given that the proposed Wylfa Newydd power station has a capacity of 2.8GW, additional circuits would therefore be needed to comply with the SQSS and National Grid's duties under the Electricity Act.</p> <p>National Grid is contractually bound to connect Wylfa Newydd nuclear power station, for which a DCO application was submitted in June 2018 by Horizon Nuclear Power and accepted by PINS. National Grid must work towards meeting its contractual obligations to connect Wylfa Newydd, proceeding on the basis that the new nuclear power station is going ahead. If, for any reason, Wylfa Newydd does not go ahead, National Grid would not build a connection for it.</p> <p>The need for the Project is set out in more detail in National Grid's updated Project Need Case as submitted with the application for development consent (Document 7.1).</p>
Strategic Options	
<p>Some stakeholders, including the Isle of Anglesey County Council, the Campaign for the Protection of Rural Wales, the National Farmers Union (Cymru) and the National Trust, reiterate their opposition to an overhead line. Some express concern about the cumulative impact of an additional overhead line.</p> <p>Many respondents criticise the basis on which an overhead line has been chosen as a result of the strategic options stage. They argue that proper consideration has not been given to alternative options or that the choice of an overhead connection was primarily based on cost grounds without due regard for other considerations. Some respondents reiterate their preference for a subsea or underground connection.</p>	<p>Undergrounding</p> <p>When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p> <p>Subsea</p> <p>Subsea connection options for Wylfa Newydd present technical and cost challenges.</p> <p>In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.</p> <p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p> <p>Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (Document 7.2).</p> <p>A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.</p> <p>In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.</p>
Route Corridor and Options	
<p>Respondents comment on the project in general, the existing line and undergrounding. Some respondents are supportive of National Grid’s proposals and cite their acceptance of or support for the strategic case for the Project; others feel the proposed route (and options) represent the best value for money solution.</p> <p>However, other respondents express opposition to the proposals overall and note their general dissatisfaction with the choice of an overhead route and request that the underground option be reconsidered. The National Trust considers that the new connection offers an opportunity to underground the existing line.</p> <p>Some respondents comment on specific route options,</p>	<p>National Grid recognises the challenges in balancing environmental, socio-economic, cost and technical considerations when making a judgement on the most appropriate overall solution for society. National Grid has considered all of these factors and concluded that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line. National Grid considers that this would fulfil its statutory duties and complies with national planning policy. The Strategic Options Report (Document 7.2) contains further information on this decision. The Planning Statement (Document 7.14) sets out how the proposed development complies with national planning policy.</p> <p>National Grid’s explanation of how it has had regard to the feedback received in relation to undergrounding the new connection is provided under the theme ‘Strategic Options’ above.</p> <p>Undergrounding the Existing Line</p> <p>In developing a new connection such as the North Wales Connection Project, the scope of the development is restricted to that required to meet the terms of the contracts National Grid has, as set out in the Project Needs Case (Document 7.1). Both the new and existing connections are required to enable safe and secure transmission of the energy from Wylfa Newydd. Aside from the transpositions required as part of the new, second connection, no changes to the existing pylons are necessary to deliver the North Wales Connection Project.</p> <p>Feedback on specific route options</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>stating preferences or suggesting alternatives – each section is detailed below.</p>	<p>Following the close of the Stage Two Consultation and analysis of the feedback received, this, together with further option appraisal and assessment work helped to inform the selection of a preferred Route Option within the 'orange' route corridor. A detailed description of the work undertaken is provided in the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (Document 9.4) and the Menai Strait Crossing Report (Document 9.6) which were published as part of the Stage Three Consultation. These reports explain the options appraisal undertaken by National Grid in order to reach a decision on the preferred route option. Consultation feedback was fed into multi-disciplinary workshops to ensure a balanced decision was reached taking into account consultation feedback, environmental, socio-economic, engineering and cost findings.</p> <p>Following selection of the preferred route option, feedback from the Stage Two Consultation also helped to inform the detailed routing and design work which is detailed in the Draft Route Alignment Report Wylfa to the Menai Crossing Area (Document 9.5) and the Menai Strait Crossing Report (Document 9.6). A summary for each section of the route (Sections 1 to 5 as referred to at Stage Two Consultation) is provided below.</p>
<p>Section 1</p>	
<p>Consultation feedback received from the Historic Environment Branch of Cadw and Gwynedd Archaeological Planning Service set out their preference for Route Option 1A because they believed it would have less impact on local cultural heritage assets. Other respondents also expressed a preference for Route Option 1A because it would follow the existing line more closely, or because it would avoid affecting specific properties. Of those wider respondents who expressed an explicit preference for one of the options in this section, a small majority supported Option 1A, often due to its proximity to the existing line.</p> <p>Many respondents called for the proposed line to be placed underground in this section of the route.</p>	<p>Route Option 1A was taken forward to detailed design stage as it was considered to provide the most appropriate opportunity to reduce the effects on the surrounding area. It lies to the east of Llanfechell, with its large number of residential properties, socio-economic receptors, listed buildings and conservation area whilst still keeping close to the existing overhead line. Option 1A also avoids areas of ancient woodland.</p> <p>National Grid considered whether the use of underground cables in this section of the route would be appropriate, having regard to National Planning Policy and National Grid's statutory duties. In the Wylfa to Pentir Preferred Route Corridor Selection Report Wylfa to the Menai Crossing Area (Document 9.4) National Grid considered that the significant additional cost of the underground cables in the area from Wylfa to Llanfechell would not be appropriate. In bringing forward a final design proposal National Grid again considered the need to use underground cables in this area. The further detailed design and assessment work which has been undertaken and informed by consultation feedback has led National Grid to conclude that its earlier judgement in 2015 remains the most appropriate overall design solution. The use of an overhead line in this area would comply with National Planning Policy and National Grid's statutory duties. This is further explained in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
Section 2	
<p>Preferences from consultees in relation to Section B usually focused on route options 2A, 2B and 2C, with fewer respondents stating a preference for 2D. Objections to route option 2A focused on environmental concerns – in particular biodiversity, wildlife and landscape impacts and on presently uninterrupted views south towards Llyn Alaw. Objections to the other three options included similar concerns, but also focused on socio-economic, health, safety and noise issues.</p> <p>Several respondents called for the route to be underground in this section.</p>	<p>Following analysis of consultation feedback National Grid considered ways of delivering a close parallel alignment in this section. The short section of close parallel route in Route Options 2C and 2D located to the south west of Rhosybol was considered to provide an opportunity to maintain a close parallel alignment. However, this would require Route Option 2B to transpose to the north of the existing line for a short length before transposing back onto the parallel section of Route Option 2B further to the south east, using a variant of either of the transposition options. In this way the larger angle pylons required to make the sharp change in route direction that formed part of the original 2B design would be avoided, as would the encircling of residential properties to the south of the village.</p> <p>The benefits of this modified design from a routeing, environmental and socio-economic perspective were considered to outweigh the increased technical complexity and cost that would result.</p> <p>Further design work was undertaken, resulting in the proposed dismantling of two sections of the existing line to facilitate the establishment of a new close parallel alignment throughout Section B of the route. This is described in the Draft Route Alignment Report Wylfa to the Menai Crossing Area (Document 9.5).</p> <p>National Grid considered whether the use of underground cables in this section of the route would be appropriate, having regard to National Planning Policy and National Grid's statutory duties. In the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) National Grid considered that an overhead line route could be identified in this area that would comply with all relevant legislation and planning policies, and that the significant additional cost of the underground cables in the area from Rhosgoch to Rhosybol would not be appropriate. In bringing forward a final design proposal National Grid again considered the need to use underground cables in this area. The further detailed design and assessment work which has been undertaken and informed by consultation feedback has led National Grid to conclude that its earlier judgement in 2015 remains the most appropriate overall design solution. The use of an overhead line in this area would comply with National Planning Policy and National Grid's statutory duties. This is further explained in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>
Section 3	
<p>Section 3 of the route is a sensitive area due to the landscape and the location of villages, wildlife areas and protected fens. Some feedback expressed concern that Route Option 3A would</p>	<p>It was considered that keeping close to the existing line offered the most appropriate way of managing effects on all of the sensitive aspects of this area. As a result, a decision was made to take forward combined parts of Routes 3B and 3C as this helps to avoid properties in Maenaddwyn and keeps outside the protected Cors Erddreiniog site. This route is also further from some B&Bs and</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>introduce overhead lines in currently unaffected areas, although other respondents suggested that this would be a benefit to avoid cumulative effects. Some respondents also expressed concern that the overhead line should avoid Cors Erddreiniog.</p> <p>A number of respondents stated their opposition to overhead lines in this section, views that were often accompanied by requests for the proposed line to be undergrounded either in the Capel Coch area or in its entirety.</p>	<p>holiday lets near Llandyfydog.</p> <p>National Grid considered whether the use of underground cables in this section of the route would be appropriate, having regard to National Planning Policy and National Grid's statutory duties. In the Wylfa to Pentir Preferred Route Corridor Selection Report (2015) (Document 9.2) National Grid considered that the significant additional cost of the underground cables in the area of Capel Coch would not be appropriate. In bringing forward a final design proposal National Grid again considered the need to use underground cables in this area. The more detailed design and assessment work, which has been undertaken and informed by consultation feedback, has led National Grid to conclude that its earlier judgement in 2015 remains the most appropriate overall design solution. The use of an overhead line in this area would comply with National Planning Policy and National Grid's statutory duties. This is further explained in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>
Section 4	
<p>Of those respondents who explicitly expressed support or preference for one of the route options in this Section, the largest proportion favour Route Option 4B. The principal reason for supporting this being that it is seen to follow the existing line more closely, thereby reducing the visual additional impact of a new line. Some respondents called for this section of the route to be placed underground, others raised concern over the effect of the connection on biodiversity and nearby nature conservation sites.</p>	<p>Route Option 4B was selected to take forward to detailed design and Stage Three Consultation. This option kept the new connection close to the existing line and presented significant opportunities to synchronise the designs of the existing and proposed new line. Route Option 4B limited the effects on views from Llangefni, while also staying west of the existing line from Talwrn.</p> <p>This area was not identified at the route corridor selection stage as a location where, at a high level, it might be necessary to consider measures to mitigate (avoid or reduce) potentially significant environmental or socio-economic effects to sensitive areas or features. In response to the feedback provided at the Stage Two Consultation, the potential sensitivities of this area were considered again against National Planning Policy and National Grid's statutory duties and National Grid concluded that an overhead line was still the appropriate technology choice in this area.</p> <p>In bringing forward the two final design proposals in this area National Grid again considered the need to use underground cables in this area. The further detailed design and assessment work which has been undertaken and informed by consultation feedback has led National Grid to conclude that its earlier judgement in 2015 remains the most appropriate overall design solution. The use of an overhead line in this area would comply with National Planning Policy and National Grid's statutory duties. This is further explained in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>
Section 5	
Overhead line routes	

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>Some respondents expressed explicit support for one or more of the proposed options within Anglesey (Route Options 5A to 5E), although respondents often expressed an overall preference for the proposed line to be placed underground or subsea. Route Option 5A was the most opposed option, citing concerns about the unspoilt nature of the area and effects on local wildlife, landscape and cultural heritage.</p> <p>Many of the concerns raised in relation to Option 5A also relate to Options 5B and 5C, and a number of respondents noted that Options 5B and 5C would enclose the community of Star with overhead lines. In contrast a small number of respondents favoured Option 5C as it is close to the existing 400 kV overhead line, close to the A55 and would be less visually intrusive. Although others opposed them, Route options 5D and 5E were the most supported options, citing that they follow the existing overhead line, are shorter, avoid crossing the A5 and A55 and would be less detrimental to tourism.</p> <p>In Gwynedd, a few respondents explicitly stated their preference for Option 5H mainly due to their support for Options 5D and 5E on Anglesey, but also because this option is close to the existing line. Views on Route Option 5F were mixed. All Options in Gwynedd (5F to 5H) were considered unsuitable by Cadw and GAPS, due to effects on views in to, out of</p>	<p>In advance of the identification of end-to-end options for the connection in Section 5 (Options A to G), the southerly section of Route Option 5A was discounted due to environmental considerations, and taking account of previous consultation feedback.</p> <p>Route Options 5B, 5C, 5F and 5G were incorporated in to end-to-end Options A to E, and Route Options 5D, 5E and 5H were included in end-to-end Options E and F.</p> <p>The effect of the overhead line elements of all options on Anglesey were not a deciding factor in the consideration of which end-to-end option to take forward, although feedback did inform the routing of the options considered.</p> <p>In Gwynedd, Option E would have introduced a longer section of overhead line in proximity to the existing 400 kV overhead line with potential visual effects particularly from the promoted viewpoint towards Snowdonia. Option E would also have affected scheduled ancient monuments and a historic landscape. Construction of the new overhead line in Gwynedd for Option E would be technically challenging due to the already congested nature of the area in the vicinity of sealing end compound siting area GN1 (Gwynedd North).</p> <p>Option F would also have resulted in a new overhead line in Gwynedd, with potentially the same visual, historic and socio-economic effects as with Option E, and the new overhead line associated with Option G would have potentially affected scheduled ancient monuments and the setting of a Registered Park and Garden.</p> <p>Taking account of the consultation comments received, National Grid sought to reduce the visual effect of the new connection in Gwynedd by extending the tunnel to Ty Fodol in the case of the selected end-to-end option, Option C. The location of the sealing end compound on Anglesey was pushed back further from the Menai Strait, thereby reducing the number of pylons, in recognition of the sensitive landscape in this area and potential effects on views. In addition, lower height pylons were proposed in the approach to both cable sealing end compounds to further reduce the visual effect of the connection.</p> <p>In response to the feedback provided at the Stage Two Consultation requesting that the connection be placed underground, the potential sensitivities of the area near the village of Star were considered against National Planning Policy and National Grid's statutory duties. National Grid concluded that an overhead line was the appropriate technology choice in this area. In bringing forward a final design proposal following feedback received at the Stage Three Consultation, National Grid considered the need to use underground cables in this area. The further detailed design and assessment work which has been undertaken and informed by consultation feedback has led National Grid to conclude that its earlier judgement remains the most appropriate</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
and between Plas Newydd and the Vaynol Estate and effects on the Dinorwig Registered Landscape of Outstanding Historic Interest.	overall design solution. The use of an overhead line in this area would comply with National Planning Policy and National Grid's statutory duties. This is further explained in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).
<p>Sealing End Compound Search Areas</p> <p>Anglesey North was the most preferred search area (including by IACC), mainly because it would connect to Options 5D / 5E the most widely supported route options. Others raised concerns over the location with respect to heritage assets, tourism and disruption. Those respondents who supported the Anglesey Central search area did so because it is close to existing infrastructure (A55 and A5), has already experienced industrial developments (particularly in its eastern end), and would have the least impact on the local landscape.</p> <p>Gwynedd Council expressed concern about the visual effect of locating a Sealing End Compound in Gwynedd South, adding that this area does not have a visual relationship with the existing overhead lines.</p>	<p>Sealing end compound siting areas within Anglesey South were not considered further primarily due to environmental considerations relating to the overhead line connection (Option 5A) and taking account of feedback received.</p> <p>The preference of some respondents for Anglesey North fed in to the identification of end-to-end Options F and G, and the preference of others for Anglesey Central fed in to the identification of end-to-end Options A to E.</p> <p>In Gwynedd, sealing end compound siting areas GN1 (Gwynedd North), GS2, GS4 and GS5 (all Gwynedd South) were not considered further due to environmental and technical considerations associated with the siting areas themselves, and the complexities of connecting underground cables.</p> <p>The concerns of Gwynedd Council in relation to the visual effect of locating a sealing end compound in Gwynedd South fed in to design and location of the tunnel head house and sealing end compound at Ty Fodol.</p>
<p>Underground cables</p> <p>Concern was expressed over the effects of long underground cable runs on the Area of Outstanding Natural Beauty, and the Grade I Registered Parks and Gardens of Plas Newydd and Vaynol Estates. Some respondents expressed concern regarding the impacts of construction and the use of heavy machinery which would disturb agricultural land.</p>	<p>Long sections of underground cable were required for end-to-end Options A, B, D, E and F. In the case of Options A, B and D, these long sections of underground cable route on Anglesey could permanently affect vegetation in the two Registered Parks and Gardens, and in some cases the AONB and Special Landscape Area as well. In addition, tourism could be potentially affected at the National Trust property at Plas Newydd due to potential construction disturbance.</p> <p>Options A, B and D would also have required a technically complex underground cable connection to sealing end compound siting area GS1. Options E and F contained less constrained underground cable sections, but were less favoured for other elements of the end-to-end connection.</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>Gwynedd Council, while welcoming the proposed undergrounding in the vicinity of the Menai Strait, requested its extension to Pentir. This was echoed by GAPS and Cadw.</p>	<p>These options were not taken forward. Option C was the preferred option that was progressed, which contained no underground cable sections.</p> <p>National Grid considered the extension of underground cables all the way to Pentir, with regard given to National Planning Policy and National Grid's statutory duties as well as consultation feedback.</p> <p>In response to the feedback provided at the Stage Two Consultation requesting that the underground connection be extended to Pentir, the potential sensitivities of this area were again considered against National Planning Policy and National Grid's statutory duties. National Grid concluded that there was no planning policy basis that would justify the additional cost and associated effects of extending the underground connection to Pentir. Therefore, the use of an overhead line in this area would comply with National Planning Policy and National Grid's statutory duties. This is further explained in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>
<p>Crossing Zones</p> <p>Views expressed on the proposed undergrounding at Menai Strait differed. Many respondents welcomed the proposal as it would protect the local landscape. However, some opposed the subsea element citing cost concerns. Some called for the cables to be placed on the service deck of the Britannia Bridge, in a power tray under the bridge, or on the potential new bridge that they believe the Welsh Government is considering building.</p>	<p>A number of underground cable options were explored to cross the Menai Strait, including tunnelling or directional drilling and alternatives such as using the surface or underside of the Britannia Bridge. The work undertaken to explore these options and create an end-to-end solution for the connection in the area of the Menai Strait is documented in the Menai Strait Crossing Report (Document 9.6), which was published as part of the Stage Three Consultation. The report concluded that the Britannia Bridge is not suitable for cable installation due to the many technical challenges that would arise.</p> <p>National Grid has worked, and continues to work, closely with Welsh Government on their plans for a third crossing at the Menai Strait. Welsh Government officials are keen to understand if it's possible for a bridge to carry the new electrical connection needed for Wylfa Newydd. As part of this, Welsh Government has commissioned National Grid to undertake a feasibility study into potential options to use the bridge.</p> <p>There are a lot of things to consider before National Grid and Welsh Government will be able to understand if putting cables of the size required for the new electrical connection on a new bridge is possible. To our knowledge, there are no high voltage transmission cables on a bridge anywhere in the world. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out.</p> <p>In addition, any proposal for a third Menai crossing put forward by Welsh Government needs to be consented and funded before it can go ahead.</p> <p>At the same time, it's vital that National Grid is able to deliver a connection for Horizon in the mid-2020s, when it is expected that</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	Wylfa Newydd would start generating. This is why National Grid is continuing with the plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.
Cost	
<p>The cost of the proposals is most frequently discussed in relation to the potential use of alternative connection technologies in place of an overhead line. Some respondents suggest that there has been too much focus on the overall cost of the Project in developing the proposals, at the expense of other considerations such as minimising the social, economic and environmental impact of a new connection.</p> <p>Respondents comment in relation to the cost of underground and subsea alternatives and state that cost is not a valid reason for these options to have been dismissed. Some respondents challenge the cited costs for undergrounding and subsea and consider that these options have been unfairly dismissed on grounds of cost.</p>	<p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p> <p>National Grid recognises the challenges in balancing environmental, socio-economic, cost and technical considerations when making a judgement on the most appropriate overall solution for society. National Grid has considered all of these factors and concluded that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line. National Grid considers that this would fulfil its statutory duties and complies with national planning policy. The Strategic Options Report (Document 7.2) contains further information on this decision. The Planning Statement (Document 7.14) sets out how the proposed development complies with national planning policy.</p>
Engineering, Design and Construction	
<p>Members of the public commenting on construction mainly express concern about the potentially disruptive impact of the construction period on nearby residents, communities and businesses, including farmers whose land will be crossed. Linked to this, some respondents support the route option they think would be the shortest and thereby would require the least amount of work and would cause the least amount of disruption.</p>	<p>Reducing disruption through design</p> <p>Following receipt and analysis of Stage Two Consultation feedback, National Grid undertook the process of producing a detailed design for the route, including access roads and construction routes. This process considered the need to reduce disruption on communities during construction and was informed by consultation feedback and ongoing discussions with affected landowners and the local highways authority.</p> <p>The resulting project design, including access tracks and construction routes, was consulted upon in 2016 as part of the Stage Three Consultation. Feedback was received on how the design could be amended to further reduce the effect on individual properties, both during construction and operation. National Grid has considered all of the feedback received, including ongoing</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>Specific concerns include potential road closures and the construction of new access roads.</p> <p>Some respondents express concern regarding the maintenance of a new connection, focusing on the perceived difficulty and expense of maintaining overhead lines, including repainting and repairing after weather damage. The potential disruption caused to communities by maintenance work is also highlighted.</p>	<p>discussions with affected land owners and the local authorities and made a large number of amendments to the project design.</p> <p>Effect on landowners</p> <p>National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in Table 9.1 and 9.3 of this report and in the Design Report (Document 7.17). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.</p> <p>The agriculture chapter of the ES (Document 5.18) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).</p> <p>Environmental control and mitigation measures</p> <p>National Grid has produced and submitted a Construction Environmental Management Plan (CEMP) (Document 7.4), and an Outline Construction Traffic Management Plan (CTMP) (Document 7.5), which set out environmental control and mitigation measures. Compliance with the CEMP, CTMP and other management plans is to be secured by a Requirement imposed on the Development Consent Order.</p> <p>Traffic and transport</p> <p>National Grid has considered the potential effect of the Project on</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>traffic and the highway network during its development. This has included consultation with the highways departments of Welsh Government and both local authorities, together with the emergency services.</p> <p>National Grid has completed a Transport Assessment and Outline CTMP, contained in Document 5.13.2.1 and 7.5 respectively, in support of the traffic and transport chapter of the ES (Document 5.13). These documents consider the likely significant traffic effects and appropriate mitigation measures for the Project.</p> <p>Consultation feedback and assessment work has been used to inform the scheme design, which includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.</p> <p>Pylon maintenance</p> <p>In terms of maintenance, traditional pylon design has been used in Britain for nearly a century and has proved highly resilient to the UK climate. The existing line of pylons between Wylfa and Pentir has proven similarly reliable. Maintenance requirements are generally modest, with pylons typically being repainted every 15 years, and having a more substantial refurbishment after 40 years. Inspections of overhead lines are often undertaken by foot or by helicopter and faults can often be rectified remotely. When a fault occurs with an underground cable a more intrusive solution is usually required.</p>
Environment	
<p>The most common environmental concern is the potential visual impact of overhead lines and the effect that has on both the landscape and people. Many of these comments relate to the island of Anglesey as a whole, although in some cases concern is expressed about the potential impact on specific views, such as views of the Snowdonia range from various sections of the route, and the potential visual impact in specific areas, including either side of the Menai Strait.</p> <p>Some respondents raise concern regarding the cumulative visual impact of an additional overhead line</p>	<p>Landscape and visual effects</p> <p>The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid’s ‘Our approach to the design and routing of new electricity transmission lines’, 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.</p> <p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals. More information of how public and stakeholder feedback has informed the proposals is set out Chapters 5, 6, 8, 9 and 11 of this report, with information also provided in the Wylfa-Pentir Preferred Route Corridor Selection Report (Document 9.2), the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (Document</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>adjacent to the existing. Others worry that some of the options would bring National Grid's equipment into new areas which are currently not exposed to pylons. A preference has emerged to keep the proposed line parallel to the existing line where possible, which reinforces views expressed during the Stage One Consultation in 2012.</p> <p>Some respondents express concern over the potential impacts of the Project on local ecology. In some cases specific species, habitats or designations are referenced; these include birds such as Whooper swan and animals such as red squirrel, particular areas of woodland such as Gylched Covert, and designated sites including Cors Erddreiniog Nature Reserve, Malltraeth Marsh Nature Reserve and Llyn Alaw Site of Special Scientific Interest.</p> <p>Along each of the route options, respondents identify and convey concern over potential impacts on heritage assets including listed buildings, scheduled ancient monuments and archaeology, both known and unknown.</p> <p>Other potential effects on the environment identified through feedback include those on water, flood risk, geology and noise. Referencing their experience with the existing line, several respondents' voice concerns about increased noise levels, particularly during damp and windy weather when the lines</p>	<p>9.4), and Menai Strait Crossing Report (Document 9.6).</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8), the chapters also include consideration of likely significant cumulative landscape and visual effects.</p> <p>Parallel routeing</p> <p>National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance with the existing overhead line in the landscape. In this way, the synchronised designs do not result in a 'discordant wirescape', in accordance with the guidance set out in the Holford Rules. National Grid also proposes to remove smaller overhead lines and distribution network wood poles, which would further reduce the potential effects of the wirescape in the locality.</p> <p>National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One and Stage Two Consultations, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.</p> <p>National Grid has developed proposals for screening planting and wider landscape enhancement to potentially further reduce visual effects upon isolated houses, farms and other small settlements.</p> <p>Ecology</p> <p>In developing the Project, National Grid has sought to avoid significant effects on ecological receptors (including protected sites and sensitive habitats and species) through design decisions such as paralleling of the new and existing lines and detailed routeing assessments. Feedback from organisations, landowners and members of the public have fed into the design of the Project, the surveys undertaken, the assessment of potential effects and identified mitigation measures.</p> <p>A wide range of surveys and assessments have been undertaken to establish the wildlife and habitats present along the route of the proposed connection. In addition, hydrological surveys and assessments have been undertaken to identify potential likely significant effects of the Project on hydrological patterns or flows. This work has been considered alongside the ecological</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>emit a crackling noise and the wind blows through the overhead cables.</p>	<p>assessment to understand, and where appropriate mitigate, potential likely significant effects on wetland sites.</p> <p>Effects on ecological and biodiversity resources (including wetland habitats) have been assessed and are reported in Chapter 9 of the ES, Ecology and Nature Conservation (Document 5.9), effects on water quality, resources and flood risk have been assessed and are reported in Chapter 12 of the ES, Water Quality, Resources and Flood Risk (Document 5.12).</p> <p>Historic Environment</p> <p>National Grid has carefully considered the historic environment in the development of the Project, working closely with the local authorities and other organisations including the Gwynedd Archaeological Planning Service and Cadw. Potential effects on historic assets were considered during the identification of the preferred route corridor and route option, and in the detailed design of the connection alignment. This included consideration of the setting of Listed Buildings and Scheduled Monuments in accordance with statute, policy and guidance.</p> <p>For example, alongside consultation feedback, an important factor in the decision to place the proposed connection underground in the area of the Menai Strait were the location of the Plas Newydd and the Vaynol Estate registered parks and gardens, both protected heritage assets.</p> <p>Effects on the historic environment (known and unknown) have been assessed and are reported in the Historic Environment chapter of the ES (Document 5.10).</p> <p>Environmental Impact Assessment</p> <p>The Project has been subject to environmental assessment throughout its development, with professionals from appropriate disciplines involved in the appraisal of design options for the proposed connection. The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume 5 of the DCO application. The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation.</p> <p>Geology, hydrogeology and ground conditions are considered in Chapter 11 of the ES (Document 5.11), water quality, resources and flood risk are considered in Chapter 12 of the ES (Document 5.12), and noise is considered in Chapters 15 and 16 of the ES that deal with construction noise and operational noise respectively (Documents 5.15 and 5.16).</p> <p>Alongside the ES, National Grid has produced and submitted a Construction Environment Management Plan (CEMP) (Document 7.4) and other management plans, which set out the environmental control and mitigation measures. Compliance with the CEMP and</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>other management plans is to be secured by a Requirement imposed on the Development Consent Order.</p> <p>Noise from overhead lines</p> <p>National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.</p> <p>Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings. Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.</p> <p>Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is minimised.</p> <p>Noise levels and the effect on residential properties are carefully considered when planning new infrastructure. The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including in relation to local residents. Construction noise is considered in Chapter 15 of the ES, and operational noise in Chapter 16 (Documents 5.15 and 5.16 respectively).</p>
Health, Safety and Security	
<p>Health concerns relevant to the new connection focus on the perceived effects of both Electric and Magnetic Fields (EMFs) and noise in the event that overhead lines are placed in proximity to residential areas. Some respondents reference the potential links between EMFs and specific health issues. A few respondents are specifically concerned about potential health impacts on children.</p> <p>Other concerns are raised</p>	<p>Health and Electric and Magnetic Fields (EMFs)</p> <p>Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.</p> <p>Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>about the safety of overhead lines including damage to pylons and kite flying. In relation to Section 3 of the route options, feedback identifies the potential impact of route option 3A on aviation activity at RAF Mona.</p> <p>Some respondents are concerned about the potential impact of the Project in terms of stress, uncertainty, anxiety and quality of life and one respondent refers to potential effects on implantable medical devices (AIMDs).</p>	<p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (Document 5.25) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.</p> <p>In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that "...<i>Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.</i>"</p> <p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p> <p>Noise from overhead lines</p> <p>National Grid's response to concerns raised regarding noise from</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>noise from overhead lines is provided under the theme '<i>Environment</i>' above.</p> <p>Safety of overhead lines</p> <p>National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on consistency of supply and safety. National Grid follows all relevant guidelines to make sure its connections are robust, and follows a stringent process to meet security standards when designing new connections.</p> <p>Maintenance teams regularly monitor the condition of equipment so that it can be safely replaced if worn or damaged. In the rare event of conductor failure, the system is designed to sense the failure and switch off the circuit's electricity.</p> <p>Kite flying in close proximity to overhead lines is very dangerous and must be avoided.</p> <p>Aviation activity at RAF Mona</p> <p>Route Option 3A was not taken forward following the Stage Two Consultation, a decision that was informed by the response from the Ministry of Defence at the time. The proposed alignment of the overhead line follows a combination of route options 3B and 3C, which were not raised as concerns by the Ministry of Defence.</p> <p>Stress and anxiety</p> <p>National Grid recognises that a number of local residents and stakeholders may have concerns about living close to an overhead line, and that this might cause some stress and anxiety.</p> <p>Potential effects on communities and residents have been reduced through careful routeing and design. National Grid has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.</p> <p>National Grid's team has engaged with landowners and tenants during the development of the Project, via correspondence, phone calls and meetings. This has enabled concerns to be raised and discussed at an early opportunity, and provided a regular point of contact to respond to queries and concerns.</p> <p>National Grid has urged anyone with concerns to get in touch through the North Wales Connection Project Freephone number, address or email throughout the development of the Project:</p> <p style="text-align: center;">0800 990 3567</p> <p style="text-align: center;">Freepost National Grid NW Connection</p> <p style="text-align: center;">nationalgrid@northwalesconnection.com</p> <p>To reduce concerns relating to electric and magnetic fields (EMFs), National Grid are committed to following independent guidance set by Government to protect members of the public against EMFs.</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>National Grid adopts a very open position on EMFs and operates an information website and helpline to offer advice and answer questions on EMF. National Grid believes complete openness with information is one key way to help reduce stress.</p> <p>The issues of stress and anxiety were discussed at the well-being workshop facilitated by Wales Health Impact Assessment Support Unit (WHIASU), the report from which fed into National Grid's Well-being Report (Document 5.27).</p> <p>Implantable Medical Devices (AIMDs)</p> <p>Magnetic fields can potentially affect active implantable medical devices (AIMDs), such as pacemakers and defibrillators, if the field strength exceeds the immunity of the device.</p> <p>However, National Policy Statement EN-5 states that "<i>The Department of Health's Medicines and Healthcare Products Regulatory Agency (MHRA) does not consider that transmission line EMFs constitute a significant hazard to the operation of pacemakers</i>" and EU directive 90/385/EEC states that "<i>Devices must be designed and manufactured in such a way as to remove or minimise as far a possible...risks connected with reasonably foreseeable environmental conditions such as magnetic fields, external electrical influences...</i>"</p> <p>All modern AIMDs should operate uninfluenced in field levels below the General Public Reference levels of 1999/519/EC, where the AIMD has been implanted and programmed in a standard manner.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p>
Socio-economic	
<p>The potential impact on communities and individual properties in close proximity to the overhead line is one of the concerns raised throughout the consultation feedback.</p> <p>Reference is made to specific communities along the route options which may be affected by the Project. Many respondents are concerned about the impact on private views and associated potential decrease in property value. These concerns are often accompanied by requests for all or parts of the line to be undergrounded.</p> <p>A large number of respondents</p>	<p>National Grid recognises the challenges in balancing environmental, socio-economic, cost and technical considerations when making a judgement on the most appropriate overall solution for society. National Grid has considered all of these factors and concluded that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line. National Grid considers that this would fulfil its statutory duties and complies with national planning policy. The Strategic Options Report (Document 7.2) contains further information on this decision. The Planning Statement (Document 7.14) sets out how the proposed development complies with national planning policy.</p> <p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>raise concern over the impact the proposed connection would have on local businesses and the tourism sector as a result of visual impacts which would affect the overall image of the island. This is generally based on the quality of the landscape and scenery, particularly around the Menai Strait.</p> <p>Both Gwynedd Council and Isle of Anglesey County Council reference the potential for the Project to create local job opportunities.</p>	<p>for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people’s behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p> <p>Impact on property value</p> <p>The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.</p> <p>In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p> <p>Undergrounding sections of the overhead line</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p>
Mitigation Measures	

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
<p>The most requested mitigation measure is for the proposed overhead section of the line to closely follow the existing line either side of the underground Menai crossing, thereby minimising the potential visual impact by keeping the equipment together. Some respondents also ask National Grid to choose the shortest and/or the cheapest route option.</p> <p>Respondents comment on the need to mitigate against potential socio-economic impacts. Among these, some respondents urge that the route be kept away from residential areas and communities as far as possible. Respondents ask for properties, listed buildings, woodland and tourist attractions to be avoided.</p> <p>The largest number of comments regarding mitigation received from non-technical stakeholders and the public relate to compensation. Many of these comments are from homeowners, stating their intention to seek compensation for any negative impact on the value of their home or their amenity, or for loss of trade as a result of the project. This links to comments received on the need to mitigate the potential landscape and visual impacts of the proposal, both generally and in specific areas of the route.</p>	<p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape, heritage assets and biodiversity, and associated potential effects on tourism.</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>Parallel routeing</p> <p>National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance with the existing overhead line in the landscape. In this way, the synchronised designs do not result in a 'discordant wirescape', in accordance with the guidance set out in the Holford Rules. National Grid also proposes to remove smaller overhead lines and distribution network wood poles, which would further reduce the potential effects of the wirescape in the locality.</p> <p>National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One and Stage Two Consultations, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.</p> <p>National Grid has developed proposals for screening planting and wider landscape enhancement to potentially further reduce visual effects upon isolated houses, farms and other small settlements.</p> <p>Mitigation</p> <p>Throughout all the stages involved in the routeing and design of the connection National Grid has considered how it can appropriately mitigate the effects of the Project. National Grid considers that keeping the two lines closely parallel for much of the route reduced the geographical extent of effects from overhead transmission lines. This approach was supported in consultation feedback from the Stage One Consultation, which indicated a preference for keeping the connections parallel to keep effects from spreading to areas currently unaffected by 400 kV overhead line infrastructure. National Grid has also sought to avoid areas of higher ground, avoiding putting pylons into views that don't already have them. In certain locations where appropriate, the new connection transitions from one side of the existing line to the other to reduce effects.</p>

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>In addition to the mitigation provided through the Project's design National Grid has included mitigation within the Order Limits; this includes landscape screening at the tunnel head houses. In addition, further measures such as boundary planting will be available where appropriate, which would provide benefits to individual properties and businesses.</p> <p>National Grid's approach to mitigation is explained in Chapter 6 of the ES (Document 5.6), specific mitigation proposals are set out in section 9 of each of the topic chapters of the ES (Documents 5.7 to 5.18), and an overall schedule of mitigation is provided in Document 5.28.</p> <p>Impact on property value and compensation</p> <p>National Grid's response to concerns raised regarding impacts on property value is provided under the theme '<i>Socio-economic</i>' above</p>
Consultation	
<p>Some respondents express support for the consultation process stating that it was well organised, contained useful graphics and gave them an opportunity to express their views.</p> <p>Many respondents express scepticism about how much influence the consultation will have on the eventual decision taken by National Grid. Respondents recount earlier strategic options that were not taken forward following the Stage One Consultation despite widespread support for a subsea route at that stage and significant opposition to an additional overhead line.</p> <p>Some respondents request to be kept informed in relation to particular areas of concern or more generally as the Project develops.</p>	<p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area. • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people.

Stage Two Consultation: Main themes and feedback summaries	How National Grid has had regard to the feedback received
	<p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid's statutory obligations.</p> <p>Through the published community documents and technical reports, including this report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p> <p>Those respondents who requested to be kept informed were added to the project mailing list and received regular email updates and notifications from the Project.</p>

6.5 Work Undertaken Between Stage Two Consultation and Stage Three Consultation

6.5.1 In January 2016, National Grid held a series of initial environmental assessment scoping meetings as set out in **Table 6.9**.

Table 6.9: Environmental Assessment Scoping meetings held in January 2016

Date	Scoping meeting topic	Attendees
20 January 2016	Ecology	NRW Isle of Anglesey County Council
20 January 2016	Cultural Heritage	Isle of Anglesey County Council Gwynedd Council Cadw
21 January 2016	Landscape and Visual	Isle of Anglesey County Council Gwynedd Council
21 January 2016	Socio-economic	Isle of Anglesey County Council Gwynedd Council

6.5.2 On 27 January 2016, National Grid met with representatives from the National Trust to provide an update on the Project and discuss the location of prospective boreholes.

6.5.3 On 28 January 2016, National Grid held a stakeholder workshop, attended by representatives from Isle of Anglesey County Council, Gwynedd Council, NRW, Arup, Gwynedd Archaeological Planning Service and Cadw. At the workshop, the following topics were discussed:

- snapshot of consultation feedback responses received to the Stage Two Consultation;
- an overview of the route to consent; a programme update; and a discussion on engagement opportunities;
- current activities for sections 1-4 and for section 5;

- approach to decision making to select the preferred option ahead of the statutory Stage Three Consultation;
- Proposed approach to scoping; and
- Proposed approach to producing the Preliminary Environmental Information Report (PEIR).

6.5.4 National Grid met with a number of stakeholders throughout February 2016 to provide an update on the Project, including further information about the challenges of crossing the Menai Strait; the approach to the development of the Statement of Community Consultation (SoCC); and the consenting approach. These stakeholders included:

- Rhun ap Iorwerth AM;
- PINS;
- Ofgem;
- Welsh Government;
- Energy Island, Isle of Anglesey County Council;
- Isle of Anglesey County Council; and
- Gwynedd Council.

6.5.5 In February 2016, National Grid supported Horizon Nuclear Power at several of its community consultation exhibitions on Anglesey, a joined up approach between the two companies which enabled attendees to directly ask any questions about the Need Case and proposal for National Grid's connection.

6.5.6 In March 2016, a community update was distributed to everyone who had responded with feedback to the Stage Two Consultation. The bulletin explained how feedback was helping to shape the Project and highlighted the different considerations that National Grid has to balance when developing a proposal. The bulletin also answered a frequently asked question about undergrounding and provided an update on National Grid's schools initiatives in Anglesey and Gwynedd.

6.5.7 The community bulletin was also distributed to stakeholder organisations, including political stakeholders from Welsh Government, Isle of Anglesey County Council and Gwynedd Council.

6.5.8 On 21 April 2016, a meeting took place with Albert Owen MP and representatives from Ofgem to brief Mr Owen ahead of his meeting with other representatives from Ofgem.

6.5.9 On 11 May 2016, National Grid attended the corporate forum for National Parks to update representatives from Snowdonia National Park Authority about the Project. The following day, 12 May 2016, a presentation and site visit were provided for CNP, Northern Powergrid and Snowdonia National Park Authority.

6.5.10 On 17 May 2016, National Grid met with representatives from the North Wales Police to discuss upcoming land surveys, future lands works and surveys and any late evening work that may be required.

Summer 2016 Project Update: Menai Strait Crossing

6.5.11 In June 2016, National Grid provided an update to stakeholders and the local community about its plans for an underground connection at the Menai Strait. The update explained that up to 5km of the connection was proposed to go underground; the reduction in size of the sealing end compound search areas both sides of the Menai Strait; and that several

overhead routes had been discounted. An A2 map was included in the Project Newsletter, along with information about a number of technology options that could be used to make the connection at the Menai Strait and answers to frequently asked questions. The newsletter was distributed to households in ‘Section 5’ of the proposals, around 8,500 households, and the Project website was updated with the latest information. A copy of the newsletter can be found in **Appendix 12** of this report.

- 6.5.12 To support the Menai undergrounding announcement, National Grid provided a telephone briefing to the following political stakeholders: Dilwyn Williams (chief executive of Gwynedd Council); Cllr Dyfed Wyn Edwards (Gwynedd Council); and Sian Gwenllian AM.

Summer 2016 Project Update: Route Option Announcement

- 6.5.13 On 6 July 2016, an announcement was provided to stakeholders and the local community about the route chosen for the new connection in ‘Sections 1 to 4’ of the proposals. The accompanying bilingual newsletter provided an overview of feedback received on each of the route sections and explained which route had been chosen in each section and why. An A2 map was provided. A copy of the newsletter can be found in **Appendix 13** of this report.
- 6.5.14 The Project websites were updated on 7 July 2016 when the bilingual newsletters landed with the local community within the route corridor, an email was issued to everyone who had signed up for email updates and tweets and a text were issued to those who had registered.
- 6.5.15 While both the Menai Strait Crossing and Route Option announcements were not part of a formal consultation, stakeholders and the local community were invited to respond with feedback at any stage. Feedback was acknowledged with bespoke responses and reviewed to form part of the development of the proposals.

Work Undertaken alongside and after the Summer 2016 Project Updates, prior to Stage Three Consultation

- 6.5.16 On 17 June 2016, National Grid met with Ofgem to brief a new member of team about the Project and National Grid’s role.
- 6.5.17 Isle of Anglesey County Council and Gwynedd Council met with National Grid on 12 July 2016 to discuss National Grid’s plans for its statutory Stage Three Consultation and specifically in relation to the Statement of Community Consultation (SoCC). Further information on the development of the SoCC is provided in **Chapter 10** of this report.
- 6.5.18 On 9-10 August 2016, the National Grid team exhibited at the Anglesey Show using a consultation vehicle and a marquee. The Project team was available to answer any questions about the Project, all of the latest information was made available and the team ran a VEX robotics competition for children.
- 6.5.19 During September 2016, National Grid held phone briefings with Rhun ap Iorwerth AM and Albert Owen MP, along with a face-to-face meeting with Lord Dafydd Elis-Thomas AM. These sessions provided an opportunity to brief the politicians on the upcoming statutory stage of consultation, the documents that would be available, how the information would be made accessible to the public and a consultation timeline.

6.6 Summary of Public Responses Received in Between Stage Two and Stage Three Consultations

- 6.6.1 The Project continued to receive comments between publishing the Stage Two Feedback Report and the launch of Stage Three Consultation via the Project email address,

Freephone number and Freepost address. Each piece of correspondence was logged and a response was drafted and issued. **Table 6.10** provides a summary of how National Grid has had regard to the feedback received.

Table 6.10: Summary of feedback received between Stage Two Consultation and Stage Three Consultation and how National Grid has had regard to the feedback

Summary of issue	How National Grid has had regard to the feedback received
Section 5 route proposals	
<p>A petition was received requesting National Grid progress with Route Option 5E of the proposed route options presented at the Stage Two Consultation. It was the view of those submitting the petition that this would have the least impact on the village of Star.</p> <p>Important local wildlife populations in the area were also noted.</p> <p>Other comments raised concerns about the impacts of route options 5F and 5G on homes and asked if compensation was payable to property and business owners affected by the proposals.</p>	<p>Consideration of Route Option 5E and the village of Star</p> <p>In the Menai Strait area National Grid has proposed the use of a tunnel to carry the connection between Anglesey and north Gwynedd. Where the connection approaches the Menai Strait area the location of the overhead line is just one element of the required ‘end to end’ solution that is needed to deliver the connection. The other elements include the tunnel, shafts, tunnel head houses and cable sealing end compounds. The location of all the elements must work together to provide an end to end solution, and the location of each element is affected by factors such as geological conditions, engineering and environmental considerations, health and safety, consultation feedback and cost.</p> <p>These end to end considerations resulted in Route Option 5C, not 5E being taken forward for detailed design. The process undertaken and judgements made are detailed in the Menai Strait Crossing Report (2016) (Document 9.6) which was published as part of the Stage Three Consultation.</p> <p>In response to concerns expressed at and following the Stage Two Consultation about the effect of the proposed overhead line on the village of Star (including requests that the connection be placed underground), the potential sensitivities of the area were reviewed again against National Planning Policy and National Grid’s statutory duties. National Grid concluded that an overhead line was the appropriate technology choice in this area.</p> <p>In bringing forward a final design proposal following feedback received at the Stage Three Consultation, National Grid again considered the need to use underground cables in this area. The further detailed design and assessment work which has been undertaken and informed by consultation feedback has led National Grid to conclude that its earlier judgement remains the most appropriate overall design solution. The use of an overhead line in this area would comply with National Planning Policy and National Grid’s statutory duties. This is further explained in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Consideration of local wildlife</p> <p>In developing the Project, National Grid has sought to avoid significant effects on ecological receptors (including protected sites and sensitive habitats and species) through design decisions such as paralleling of the new and existing lines and</p>

Summary of issue	How National Grid has had regard to the feedback received
	<p>detailed routeing assessments. Feedback from organisations, landowners and members of the public have fed into the design of the Project, the surveys undertaken, the assessment of potential effects and identified mitigation measures.</p> <p>A wide range of surveys and assessments have been undertaken to establish the wildlife and habitats present along the route of the proposed connection. In addition, hydrological surveys and assessments have been undertaken to identify potential likely significant effects of the Project on hydrological patterns or flows. This work has been considered alongside the ecological assessment to understand, and where appropriate mitigate, potential likely significant effects on wetland sites.</p> <p>Effects on ecological and biodiversity resources (including wetland habitats) have been assessed and are reported in Chapter 9 of the ES, Ecology and Nature Conservation (Document 5.9), effects on water quality, resources and flood risk have been assessed and are reported in Chapter 12 of the ES, Water Quality, Resources and Flood Risk (Document 5.12).</p> <p>Consideration of Route Options 5F and 5G</p> <p>As described above, the route of the proposed connection in the area of the Menai Strait required the consideration of end to end solutions incorporating all infrastructure elements. The potential effects of overhead line Route Options 5F and 5G together with consultation feedback fed in to the identification and assessment of potential options and the selection of a preferred option to be taken forward for detailed design.</p> <p>Compensation</p> <p>The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.</p> <p>In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will</p>

Summary of issue	How National Grid has had regard to the feedback received
	<p>be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p>
Need for second overhead line	
<p>One comment queried the need for an additional overhead line which in the sender’s view would have a visual impact on the landscape and asked if it was possible for Wylfa Newydd’s output to be matched with the line’s capacity or for a higher capacity overhead line to be used.</p>	<p>Wales and the rest of the UK needs new secure and reliable energy supplies while at the same time tackling climate change. This means a large investment in new low carbon power sources. This new energy needs to be able to get to the homes and businesses that need it throughout Wales and the UK, via the national electricity grid.</p> <p>In the overarching National Policy Statement for Energy (EN-1) (July 2011), the Government sets out the need for all types of nationally significant energy infrastructure projects, including new nuclear power stations. EN-1 states that “<i>nuclear power generation is a low carbon, proven technology, which is anticipated to play an increasingly important role as we move to diversify and decarbonise our sources of electricity. It is Government policy that new nuclear power should be able to contribute as much as possible to the UK’s need for new capacity.</i>” The National Policy Statement for Nuclear Power Generation (EN-6) (July 2011) identified Wylfa as a site that the Government has determined is potentially suitable for the deployment of a new nuclear power station before the end of 2025.</p> <p>National Grid is contractually obliged to connect Horizon Nuclear Power’s proposed nuclear power station, Wylfa Newydd. To do this, National Grid needs to build a new connection as the existing infrastructure does not have sufficient capacity to provide a secure and reliable connection for this new power station. The existing network was sufficient</p>

Summary of issue	How National Grid has had regard to the feedback received
	<p>to connect the now decommissioned Wylfa A Magnox station as this had a much lower capacity than the proposed Wylfa Newydd.</p> <p>The National Electricity Transmission System Security and Quality of Supply Standard (SQSS) defines the minimum standards that must be applied when planning and operating the electricity transmission system in the UK. It states that following the concurrent fault outage of any two transmission circuits (e.g. the two existing circuits between Wylfa and Pentir) the loss of power infeed shall not exceed 1.8GW. This is in order to safeguard the reliable operation of the grid system. Given that the proposed Wylfa Newydd power station has a capacity of 2.8GW, additional circuits would therefore be needed to comply with the SQSS and National Grid's duties under the Electricity Act.</p> <p>National Grid is contractually bound to connect Wylfa Newydd nuclear power station, for which a DCO application was submitted in June 2018 by Horizon Nuclear Power and accepted by PINS. National Grid must work towards meeting its contractual obligations to connect Wylfa Newydd, proceeding on the basis that the new nuclear power station is going ahead. If, for any reason, Wylfa Newydd does not go ahead, National Grid would not build a connection for it</p> <p>The need for the Project is set out in more detail in National Grid's updated Project Need Case as submitted with the application for development consent (Document 7.1).</p>
Third crossing at the Menai Strait	
<p>Some queries were received regarding the opportunity to put National Grid's new connection on a potential third bridge crossing the Menai Strait.</p>	<p>National Grid has worked, and continues to work, closely with Welsh Government on their plans for a third crossing at the Menai Strait. Welsh Government officials are keen to understand if it's possible for a bridge to carry the new electrical connection needed for Wylfa Newydd. As part of this, Welsh Government has commissioned National Grid to undertake a feasibility study into potential options to use the bridge.</p> <p>There are a lot of things to consider before National Grid and Welsh Government will be able to understand if putting cables of the size required for the new electrical connection on a new bridge is possible. To our knowledge, there are no high voltage transmission cables on a bridge anywhere in the world. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out.</p> <p>In addition, any proposal for a third Menai crossing put forward by Welsh Government needs to be consented and funded before it can go ahead.</p> <p>At the same time, it's vital that National Grid is able to deliver a connection for Horizon in the mid-2020s, when it is expected that Wylfa Newydd would start generating. This is why National</p>

Summary of issue	How National Grid has had regard to the feedback received
	Grid is continuing with the plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.
Use of the Shell Oil pipeline	
Some respondents queried whether it was possible to use the old Shell Oil pipeline which runs from Rhosgoch to Ellesmere Port to carry the new connection.	National Grid investigated the option of using the former Shell pipeline when developing its proposals. Placing the cables inside the pipe gives rise to a number of technical challenges which National Grid considered to be insurmountable and that could potentially compromise the connection. These included, among other things, installation and jointing difficulties, access for repairs following faults and poor heat dissipation.
Putting the cables beneath the Menai Strait	
One comment received suggested that tunnelling was a better option for crossing the Menai Strait than Horizontal Direct Drilling (HDD). Another comment suggested that the existing line be taken down across the Menai Strait and put underground here with the new connection.	Following a detailed assessment of potential techniques for placing the connection underground in the Menai Strait area, the use of a tunnel rather than HDD was selected as the preferred technology. The assessment and conclusions are detailed in the Menai Strait Crossing Report (Document 9.6) which was published as part of the Stage Three Consultation.
Public gardens and footpaths	
One comment received asked National Grid to carefully consider the setting of Treborth Gardens and the coastal path near the Menai Strait in its proposals for underground cables. Another comment was received regarding Cestyll Garden in Cemlyn, its ongoing maintenance and public access. A suggestion was made that National Grid should take over ownership and maintenance of the gardens.	<p>Treborth Gardens and the coastal path</p> <p>The location of County Wildlife Sites such as the Treborth Woods and tourism related locations such as Treborth Gardens and the coastal path were considered in the assessment of options for placing the cables underground at the Menai Strait. The assessment and factors considered are detailed in the Menai Strait Crossing Report (Document 9.6) which was published as part of the Stage Three Consultation</p> <p>Cestyll Garden in Cemlyn</p> <p>Cestyll Gardens are currently owned by the Nuclear Decommissioning Authority (NDA) and maintained by Magnox on the NDA's behalf. There are no immediate plans to transfer ownership. As National Grid does not work directly with the NDA and the gardens do not form part of its project area it is unable to take over maintenance.</p>
Objection to an overhead line	
A number of comments were received expressing an objection to a second overhead line with respondents suggesting it could have a detrimental impact on communities, tourism, landscape and views.	As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5). National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need

Summary of issue	How National Grid has had regard to the feedback received
	<p>to be economic, co-ordinated and efficient.</p> <p>National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
Costs	
<p>One respondent asked for details on the cost of each connection option National Grid had looked at.</p>	<p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p> <p>The Strategic Option Report published at each stage of consultation provided an overview of the cost information that National Grid uses for economic appraisals to compare feasible transmission system development options. An updated Strategic Option Report is provided as part of the DCO application (Document 7.2).</p> <p>As part of the consideration of Strategic Options, National Grid prepares indicative capital cost estimates. These include costs for the transmission equipment and also for the installation of that equipment. For any new transmission circuits required as part of a Strategic Option, National Grid prepares lifetime cost estimates. These lifetime cost estimates include the capital cost estimates and also take account of the transmission losses and maintenance costs for transmission equipment over a 40 year lifetime as well as the associated indicative capital cost estimate.</p>
Health and safety	
<p>A number of comments were received from local residents expressing concerns about the perceived health risks of overhead lines with particular concern relating to Electric Magnetic Fields (EMFs). Concern was raised with regard to living in close proximity to high voltage infrastructure and long-term exposure to EMFs.</p>	<p>Health and Electric and Magnetic Fields (EMFs)</p> <p>Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid’s approach.</p> <p>Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are</p>

Summary of issue	How National Grid has had regard to the feedback received
	<p>based on the science and are set independently of National Grid.</p> <p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (Document 5.25) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.</p> <p>In addition, National Grid contacted Public Health Wales in 2013 raising the community’s concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that <i>“...Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.”</i></p> <p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p>

Summary of issue	How National Grid has had regard to the feedback received
Meaningful consultation	
<p>A number of comments suggested that the consultation process was invalid or that National Grid had ignored the views of local people by continuing its proposals for an overhead line.</p>	<p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area. • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid’s statutory obligations.</p> <p>Through the published community documents and technical reports, including this report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p>

Part C:
Statutory
Pre-application
Consultation
(Stage Three)

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7. INTRODUCTION TO THE STATUTORY STAGE THREE CONSULTATION

7.1 Introduction

7.1.1 This Chapter outlines the work undertaken by National Grid after the Summer 2016 Project updates, in advance of the statutory Stage Three Consultation, and introduces how the requirements contained in sections 42 to 48 of the Act were met. This Chapter also outlines the materials produced and the activities undertaken for the Stage Three Consultation.

7.1.2 The purpose of this Chapter is to provide the reader with a summary of the Stage Three Consultation, signposting to the detail provided in subsequent chapters. A description of the feedback received to the statutory Stage Three Consultation and how National Grid had regard to the responses provided is contained in **Chapters 8, 9 and 11** of this report.

7.1.3 The remainder of Part C of this report is structured as follows:

- **Chapter 8: Section 42 consultation with prescribed consultees, statutory undertakers and local authorities:** Contains summaries of the statutory Stage Three Consultation responses received from prescribed consultees, statutory undertakers and local authorities, together with a detailed explanation of how National Grid had regard to the responses provided.
- **Chapter 9: Section 42 consultation with persons with an interest in land:** Contains a detailed description of the statutory consultation responses received from persons with an interest in land (PILs), and demonstrates how National Grid had regard to the feedback given.
- **Chapter 10: Section 47 Statement of Community Consultation:** Describes the process undertaken to develop the Statement of Community Consultation, including consultation under section 47 of the Act, and how the consultation requirements set out in the SoCC were complied with.
- **Chapter 11: Section 47 consultation with the local community (including non-prescribed organisations):** Contains summaries of the feedback received from members of the public and organisations not classified as prescribed consultees, together with a detailed explanation of how National Grid had regard to the response provided.
- **Chapter 12: Section 48 Statutory Publicity:** Sets out how National Grid has complied with section 48 requirements and signposts to where details are provided on how consultation materials were made accessible during the Stage Three Consultation.
- **Chapter 13: EIA Consultation:** Outlines the consultation undertaken throughout the Environmental Impact Assessment (EIA) process, including scoping and the Preliminary Environmental Information Report (PEIR), and associated consultation and meetings with relevant consultees.
- **Chapter 14: Summary of Engagement and responses received post Stage Three Consultation:** Describes the work undertaken to keep members of the public informed after the close of Stage Three Consultation, and additional non-statutory, focussed consultation. Details are provided on feedback received and how National Grid has had regard to the comments made.

- 7.1.4 Details of National Grid's compliance with **section 46** of the Act are provided within **Section 7.3** below.
- 7.1.5 As might be expected, no responses were received that specifically identified themselves as being in response to the section 48 statutory publicity, which in any event directed readers of that publicity to the same consultation materials as those provided to inform consultation responses pursuant to sections 42, 44 and 47. So, any feedback received as a result of statutory publicity under section 48 of the Act is documented and considered within **Chapters 8, 9 and 11** as appropriate.

7.2 Preparation for Statutory Stage Three Consultation

Statement of Community Consultation

- 7.2.1 National Grid developed an approach to the statutory Stage Three Consultation, ahead of the consultation beginning. As required under section 47(1) of the Act, this included production of a Statement of Community Consultation (SoCC), which comprised a project description, an explanation of how National Grid would consult members of the community living in the vicinity of the Project and an explanation of the way in which feedback could be submitted during the statutory consultation. A copy of the SoCC is provided in **Appendix 32** to this report and its development is discussed further in **Chapter 10** of this report.
- 7.2.2 **Chapter 10** also provides a description of how the commitments to consultation set out in the SoCC were met through the Stage Three Consultation.

Stakeholder Engagement

- 7.2.3 National Grid sought to proactively engage with a number of statutory stakeholders, including prescribed and non-prescribed consultees, throughout the development of the Project. As introduced in **Section 6.5** and described further in **Chapter 13** of this report, this included a series of meetings and workshops to discuss individual topics within the Environmental Impact Assessment and other DCO documents. These included:
- Landscape and visual
 - Ecology and nature conservation
 - Historic environment
 - Water quality, flood risk, hydrogeology and ground conditions
 - Traffic and transport
 - Air quality
 - Construction and operational noise
 - Socio-economics, including tourism and well-being
 - Welsh language impact assessment
 - Waste and materials
- 7.2.4 These meetings involved Isle of Anglesey County Council, Gwynedd Council, Natural Resources Wales, Cadw, Welsh Government and Gwynedd Archaeological Planning Service as relevant to the topic and issues being discussed.
- 7.2.5 An overview of those activities carried out under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (the EIA Regulations) is provided in **Chapter 13** of

this report, with more detail provided in the Environmental Statement (**Volume 5, Documents 5.1 to 5.21**).

- 7.2.6 In addition to the above topic-specific meetings, a number of workshops or briefings were held with the organisations listed above and separately with the National Trust.
- 7.2.7 Through this ongoing engagement, which continued after the Stage Three Consultation, National Grid was able to discuss the scope, methodology, baseline surveys, receptors and findings for each of the topics included within the Environmental Impact Assessment with the relevant technical organisations, and also provide regular project updates.

7.3 Overview of the Stage Three Consultation

Introduction

- 7.3.1 In October 2016, National Grid announced the proposed route for the connection required between Wylfa Newydd on Anglesey and Pentir in North Gwynedd and held a statutory consultation under section 42 and 47 of the Act. This consultation ran from 5 October to 16 December 2016 and included a number of public events where the Project team engaged with the local community. Accessibility was a key consideration in arranging venues for public events.
- 7.3.2 The consultation formed the statutory stage of consultation on the proposed DCO application and was carried out in accordance with the SoCC. **Chapter 10** of this report describes the process undertaken to develop the SoCC, including consultation on the draft SoCC, together with a description of the requirements contained in the SoCC and how National Grid carried out consultation in accordance with the SoCC during the Stage Three Consultation.
- 7.3.3 The documents published at the start of the statutory Stage Three Consultation consisted of:

Volume 1: Community documents

- 1.1 Project News
- 1.2 Overview
- 1.3 Q&A
- 1.4 Consultation feedback form

Volume 2: Reports

- 2.1 Preferred Route Option Selection Report
- 2.2 Draft Route Alignment Report
- 2.3 Menai Strait Crossing Report
- 2.4 Preliminary Environmental Information Report (PEIR):
 - 2.4.1 PEIR Non-Technical Summary
 - 2.4.2 PEIR (the main report)
 - 2.4.3 PEIR Figures
 - 2.4.4 PEIR Appendices
 - 2.4.5 PEIR Photomontages
- 2.5 Strategic Options Report

2.5.1 Strategic Options Report, 2015

2.5.2 Strategic Options Report Update, 2016

2.6 Project Need Case, 2016

2.7 Project Glossary

Volume 3: Plans

3.1 Works Plans

3.2 Land Plans

3.3 Land Affected Plans

3.4 Crown and Special Category Land Plans

3.5 Access and Rights of Way Plans

3.6 Sites or Features of Nature Conservation, Habitats and Water Bodies Plans

3.7 Sites or Features of Historic Environment Plans

3.8 Other Environmental Features Plans

3.9 Trees and Hedges Potentially Affected Plans

3.10 Design Plans

3.11 Consultation Plans

3.12 A guide to the plans

Volume 4: Our approach to consultation

4.1 Statement of Community Consultation

7.3.4 The consultation sought feedback on all aspects of the proposal put forward by National Grid. From the strategic option selected and the overhead line route, to the individual proposed pylon locations, the choice of a tunnel and the location of associated infrastructure. The information provided enabled consultees to give feedback on any aspect of the Project's development in the context of the preferred option, including the Need Case, the selection of the strategic option of an overhead line, and discounted or discontinued options throughout the development of the Project.

7.3.5 Documents consulted upon during the previous rounds of consultation were also available on the Project website, including the Wylfa-Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and the Wylfa-Pentir Route Options Report (**Document 9.3**).

7.3.6 For the purposes of the consultation, the detailed route was sub-divided into six sections (A to F). These sections formed broadly distinct areas of the route and assisted in location specific discussions:

- Section A: Wylfa to Rhosgoch
- Section B: Rhosgoch to Llandyfrydog
- Section C: Llandyfrydog to B5110 north of Talwrn
- Section D: B5110 north of Talwrn to Ceint
- Section E: Ceint to the Afon Braint
- Section F: Afon Braint to Pentir

7.3.7 These route sections are illustrated in **Figures 7.1 to 7.6**.

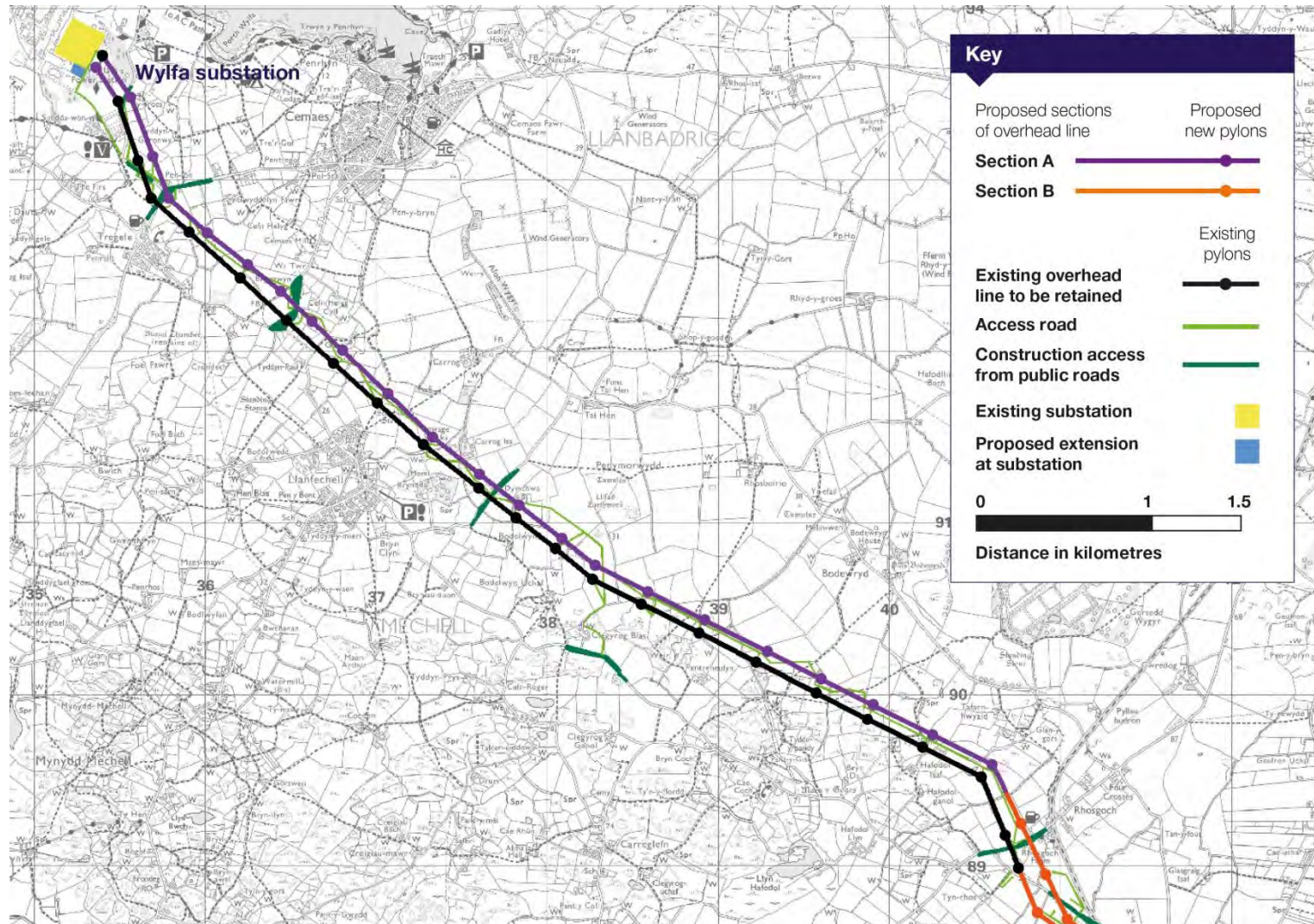


Figure 7.1: Section A: Wylfa to Rhosgoch

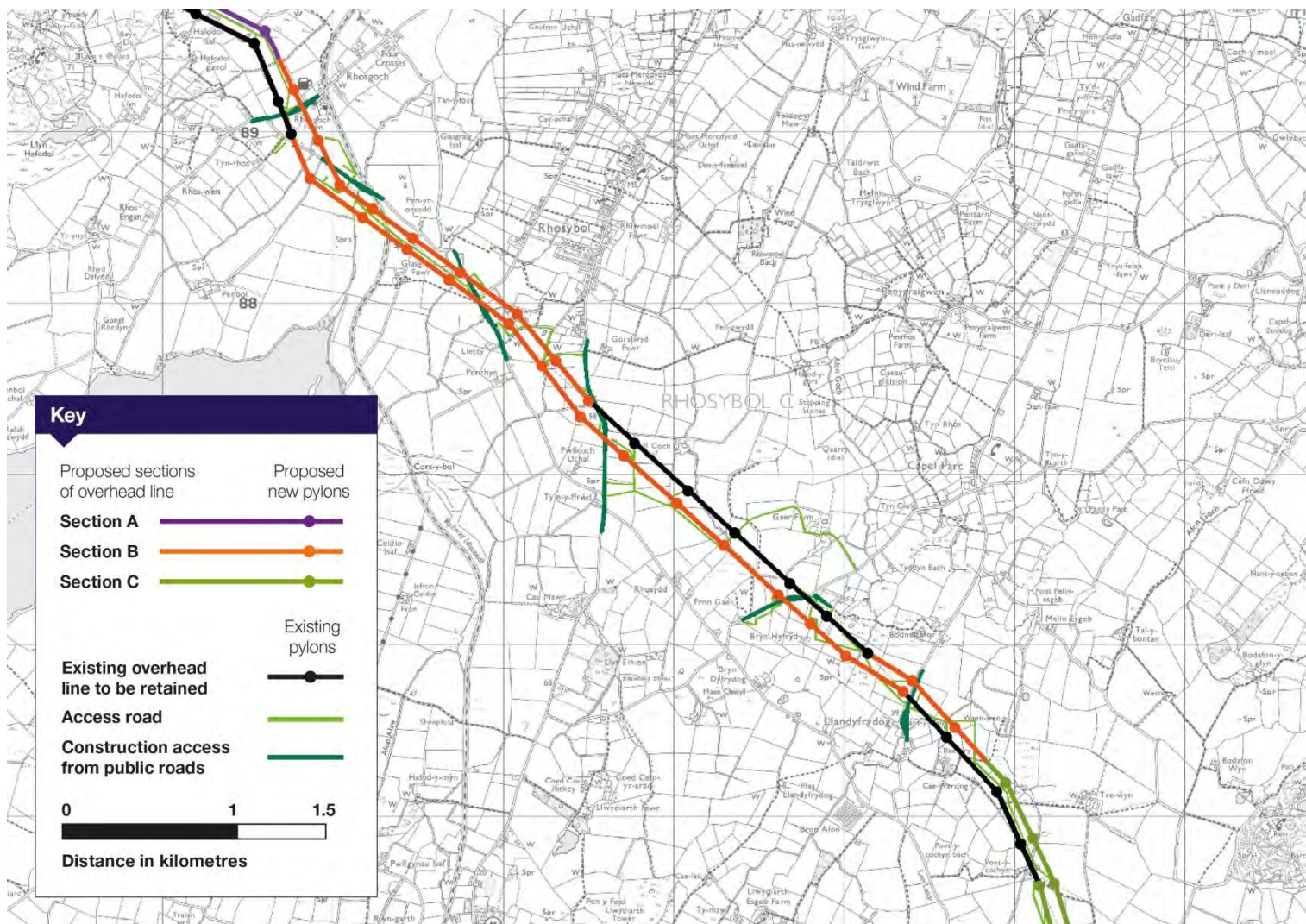


Figure 7.2: Section B: Rhosgoch to Llandyrydog

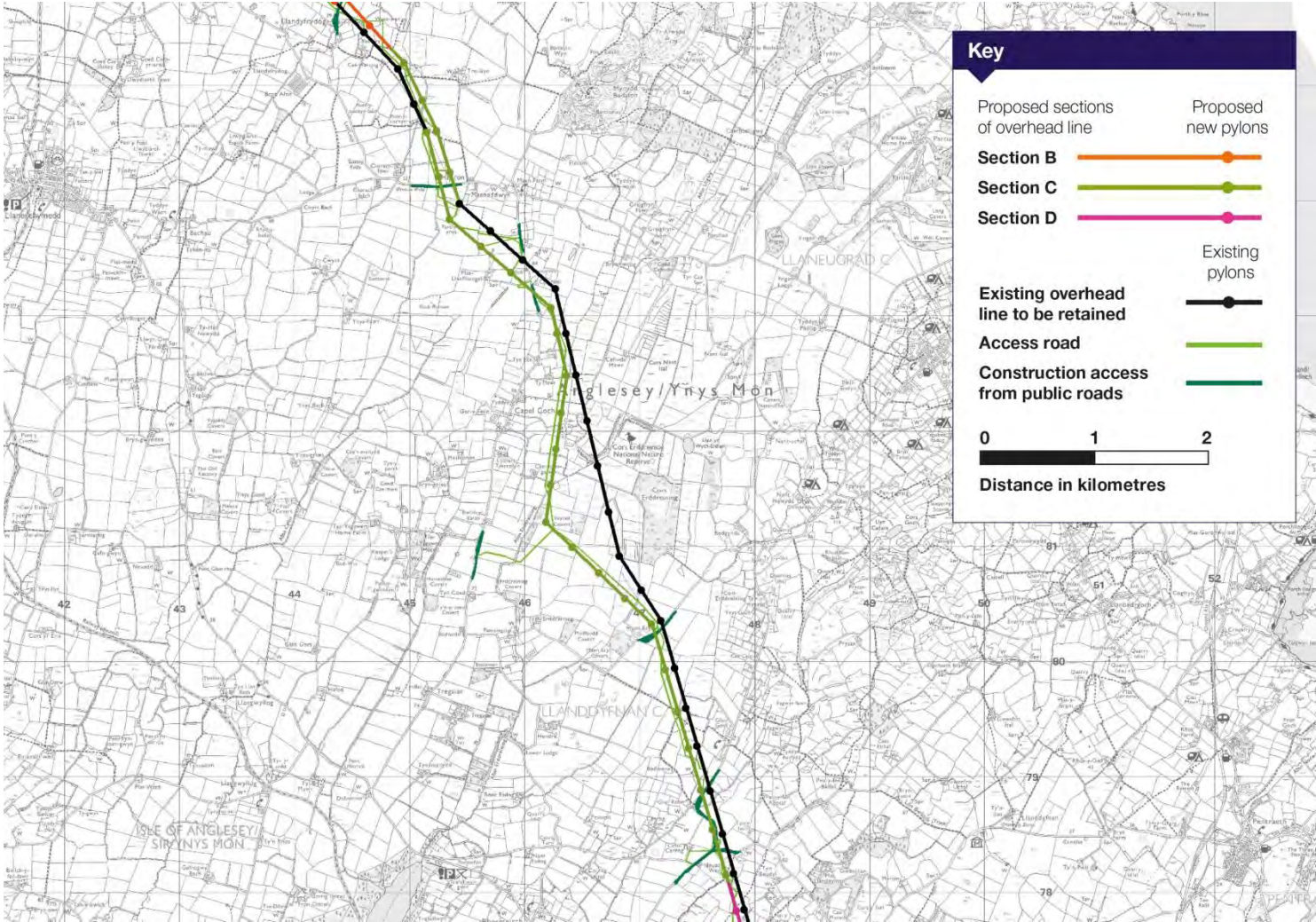


Figure 7.3: Section C: Llandyfydog to B5110 north of Talwrn

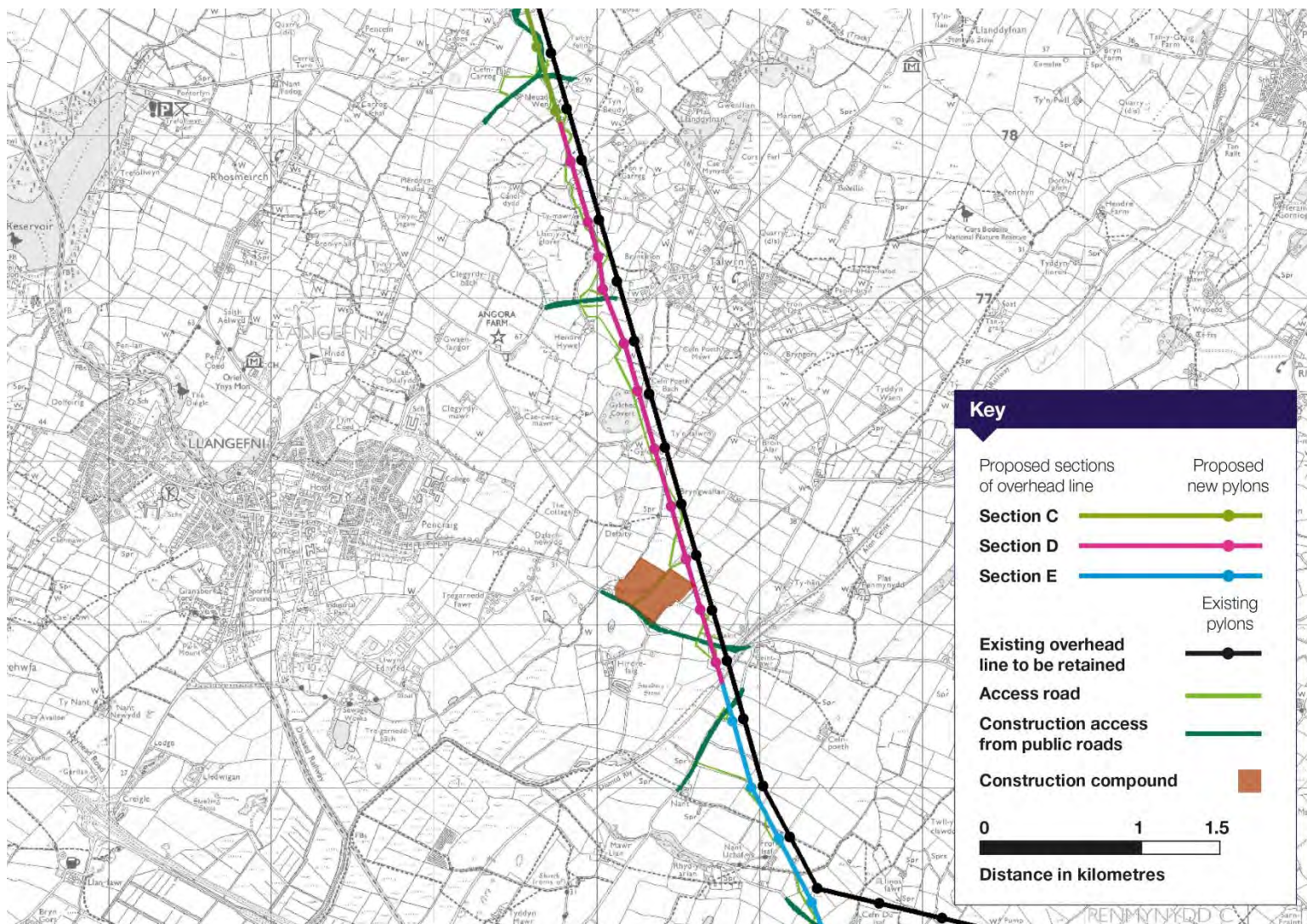


Figure 7.4: Section D: B5110 north of Talwrn to Ceint

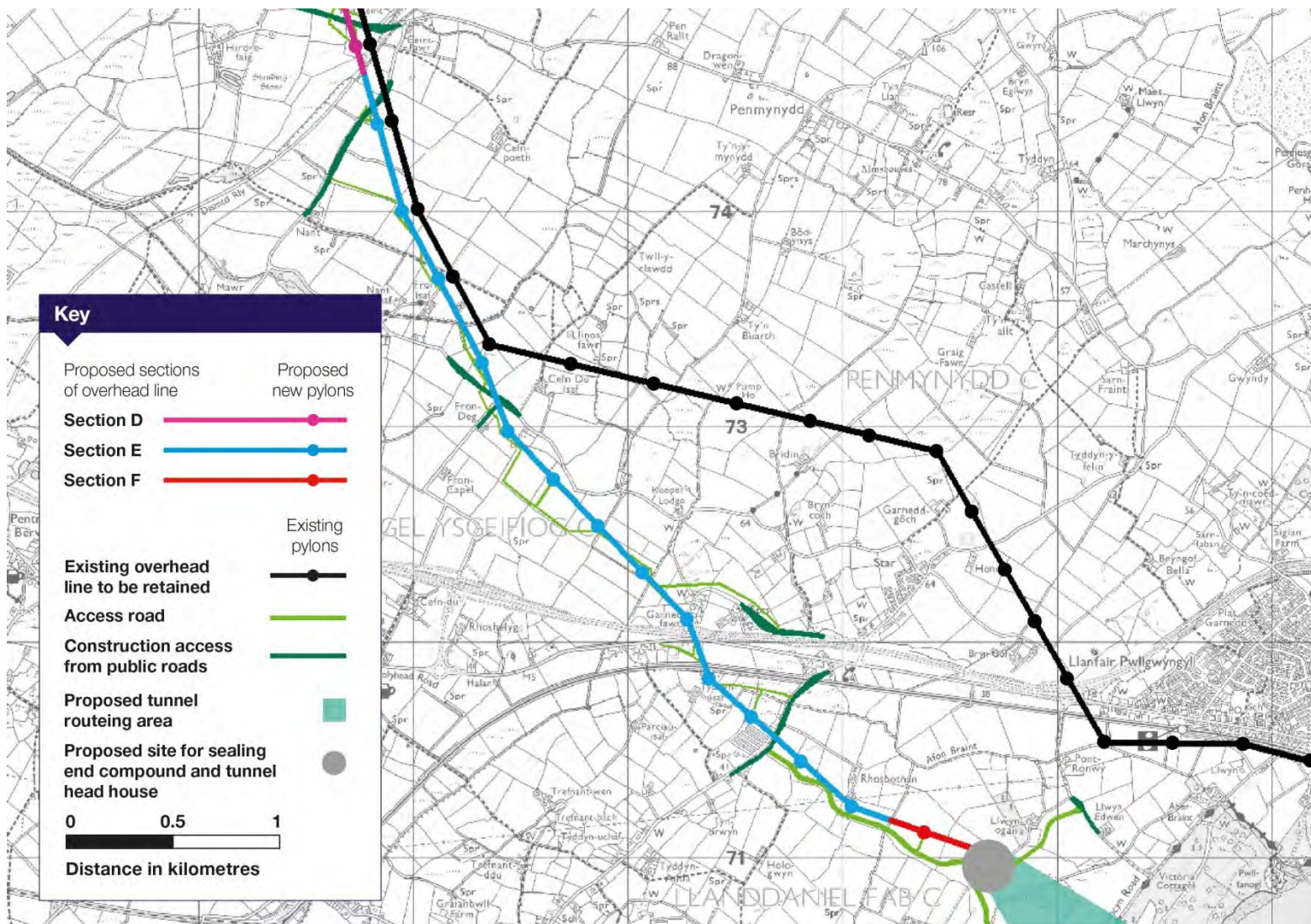


Figure 7.5: Section E: Ceint to the Afon Braint

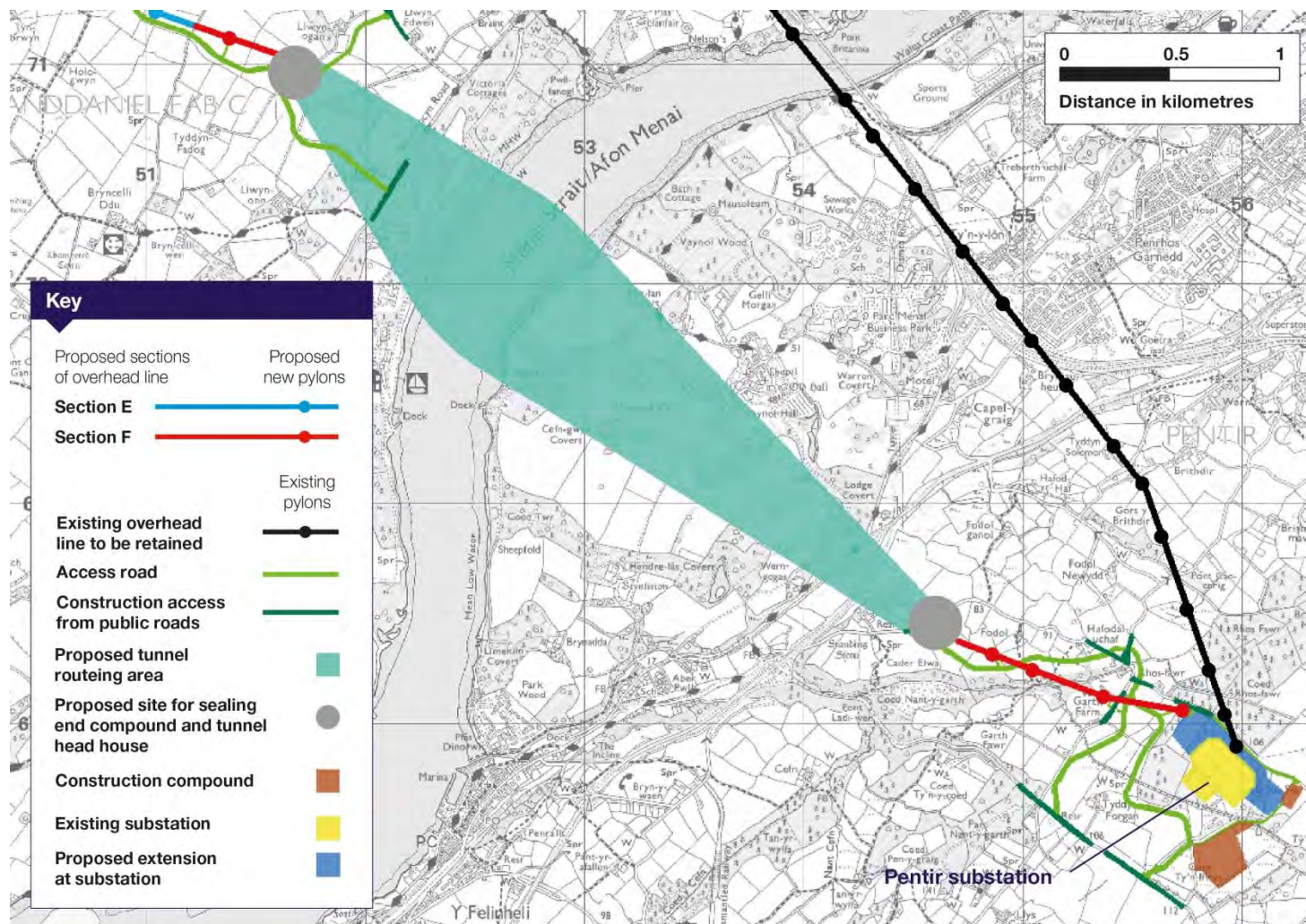


Figure 7.6: Section F: Afon Braint to Pentir

7.3.8 In summary, the Project comprised the following features at the statutory stage of consultation:

- construction of approximately 30 kilometres (18.5 miles) of overhead line in Anglesey and Gwynedd, between Wylfa substation and Pentir substation and changes to the existing 400 kV overhead line;
- a circa two acre sealing end compound and tunnel head house at Braint; and a circa two acre sealing end compound and tunnel head house situated at Tŷ Fodol;
- a tunnel section consisting of around four kilometres (2.5 miles) of tunnel running between the two proposed tunnel head houses;
- a circa one acre extension to the existing substation at Wylfa, needed to accommodate new equipment;
- a circa seven acre extension to the existing substation at Pentir, needed to accommodate new equipment; and
- Other works, for example: temporary access roads to reach pylon construction and demolition areas; highway works; construction compounds; protective scaffold structures; work sites, and; ancillary works.

7.3.9 Section 42 of the Act sets out whom the applicant must consult during statutory consultation. This includes persons identified as prescribed consultees in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended), local authorities, and person(s) with an interest in the land (that is, owns, rents or has some other legal interest in the land). For the purposes of this report, those stakeholders consulted are separated to Prescribed Consultees (**Section 8.2**), Local Authorities (**Section 8.3**), persons with an interest in land (**Chapter 9**), wider consultation (non-prescribed organisations) (**Section 11.2**) and the local community (**Section 11.3**).

7.3.10 In relation to section 42(1)(aa) of the Act, the Marine Management Organisation were not consulted as the proposed development would not affect, or would not be likely to affect, any of the areas specified in subsection 42(2) of the Act.

7.3.11 Section 42(1)(c) of the Act, which requires the applicant to consult the Greater London Authority about the proposed application if the land is in Greater London, is not applicable to the North Wales Connection Project as the Project is located in North Wales.

Consultation with prescribed consultees under section 42(1)(a) of the Act

7.3.12 “Prescribed consultees” under section 42(1)(a) of the Act were identified in accordance with Regulation 3 and Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended). A list of the prescribed consultees under section 42(1)(a) of the Act is provided in **Table 8.1**, which, in accordance with Planning Inspectorate Advice Note Fourteen, contains a full list of the prescribed consultees and describes those that were and those that were not consulted, providing justification as to why consultation with certain prescribed consultees was not appropriate.

7.3.13 The prescribed consultees were sent a dual-language letter on 4 October 2016 (available in **Appendix 16** of this report), which included details of the consultation and enclosed:

- Project Newsletter (Welsh and English);
- A copy of the section 48 notice; and
- Details of where to find technical documents.

7.3.14 On 7 November, a second letter was sent to all prescribed consultees, reminding them of the consultation and enclosing the original launch letter and newsletter.

- 7.3.15 Natural Resources Wales, who had requested hard copy documents prior to the consultation launch, were provided with a full set of consultation documents.
- 7.3.16 As representatives of their communities, town and community councils (who fall within the prescribed consultees category) were offered a briefing from National Grid. The following community councils requested briefings and these were provided on the date listed:
- Llanbadrig Community Council – 21 November 2016
 - Pentir Community Council – 1 December 2016
 - Y Felinheli Community Council – 1 December 2016
- 7.3.17 **Chapter 8 (Section 8.2)** of this report contains summaries of the statutory Stage Three Consultation responses received from prescribed consultees and statutory undertakers, together with a detailed explanation of how National Grid had regard to the responses provided.

Consultation with local authorities (section 42(1)(b) and section 43 of the Act)

- 7.3.18 The area of land proposed for the Project is within the administrative boundaries of IACC and Gwynedd Council (referred to as ‘B’ authorities).
- 7.3.19 National Grid also consulted those local authorities that share a boundary with these authorities as prescribed by section 43 of the Act (referred to as ‘A’ authorities); the above authorities and those which are described as Neighbouring Authorities are:
- Isle of Anglesey County Council (B);
 - Gwynedd Council (B);
 - Conwy County Borough Council (A);
 - Denbighshire County Council (A);
 - Powys County Council (A);
 - Ceredigion County Council (A); and
 - Snowdonia National Park Authority (A).
- 7.3.20 These local authorities were sent a dual-language letter on 4 October 2016 (available in **Appendix 17** to this report), which included details of the consultation and enclosed:
- Project Newsletter (Welsh and English);
 - a copy of the section 48 notice; and
 - details of where to find technical documents.
- 7.3.21 In addition, the IACC and Gwynedd Council were provided hard copy reference packs of all project documents. Briefings were held with councillors at IACC on 6 October 2016 and Gwynedd Council on 10 October 2016.
- 7.3.22 **Chapter 8 (Section 8.3)** of this report contains a detailed description of the statutory Stage Three Consultation responses received from the ‘A’ and ‘B’ local authorities, together with an explanation of how National Grid had regard to the feedback given.
- 7.3.23 Local authorities referred to as ‘C’ and ‘D’ authorities in section 43 of the Planning Act 2008 (as amended) are not relevant to Wales where all local authorities are unitary.

Consultation with persons with an interest in land (PILs) (section 42(1)(d) and section 44 of the Act)

- 7.3.24 Under section 44 of the Act, applicants are required to make diligent inquiry to identify and consult people who own, occupy or have another interest in the land in question, or who

could be affected by a project in such a way that they may be able to make certain claims for compensation (collectively referred to as ‘persons with an interest in land’ or PILs). Consultation in this way ensures that such parties are given early notice of projects, and provided with an opportunity to express their views regarding them.

7.3.25 Following selection of the preferred route corridor in January 2015, National Grid began directly engaging with PILs as part of the Project development process in relation to access for environmental and other surveys, and to starting build relationships with landowners and tenants.

7.3.26 National Grid sought to identify everyone who has an interest in the land affected by the Project. Diligent enquiries were made through the use of public sources of information, such as title registration data from HM Land Registry (including regular updates), to identify people with an interest in land and from whom land rights may be required. The methodology and approach to identifying PILs comprised:

- Securing Land Registry data in the form of a digital shape file and digital copies of the Official Copies Registers and Title Plans. All relevant freehold, leasehold, mortgagee, beneficiary, other charges, private rights and restrictive covenant information was extracted and stored in a land referencing database. Updates were requested from the Land Registry on a quarterly basis to ensure that any changes which occurred prior to Stage Three Consultation and again before submission of the Book of Reference with the DCO application, were captured.
- Additional desktop activities were also undertaken to confirm information received through the Land Registry. For example, Companies House searches were undertaken to ensure registered companies details were verified and the registered office was appropriate for the service of notices and other correspondence.
- Prior to undertaking PIL contact site visits, PIL forms were posted using Royal Mail to all parties to confirm their interest and request further information. This included a request for information about a recipient's own interests, associated third party interests and the spatial extent of the property. Respondents were asked to complete the questionnaires, amend boundary plans where required, and return the completed documents to the land referencing team in pre-paid envelopes. Recipients of the PIL form were also offered the means to respond or ask questions via email or via a dedicated telephone number. Where PIL forms had not been returned from a property, site teams attempted to complete the questionnaires during contact site visits.
- Land interest information was requested from Major Land Owners (MLO) including Local Authorities and Statutory Undertakers and other landowners with multiple land ownerships, through letter and email requests for information.
- Site visits were undertaken in order to gain an understanding of the physical attributes on the ground such as occupation, use and potential likely ownership. All land parcels were visited where access was available by public highway or rights of way, or by permission of the land owner if relevant.
- Contact site visits to all land parcels were undertaken in order to speak to land owners and occupiers at their properties and identify and confirm the ownership and occupation details.
- Where land ownership information could not be ascertained through desktop or site referencing methods, local land charges searches were undertaken and National Grid erected notices on site. These notices were checked regularly for six weeks and replaced if they were removed. All updates were recorded in the land referencing database and GIS.

- Prior to the Stage Three Consultation and again prior to submission of the application, the assembled land referencing data was confirmed and corroborated by carrying out a Land Registry update to capture any changes that had occurred.

- 7.3.27 Through this process National Grid has developed a comprehensive database of all PILs (Category 1, 2 and 3) affected by the Project. This information, together with subsequent amendments, has been used to produce a detailed Book of Reference which formally records all relevant land interests within or affected by the proposed Order Limits.
- 7.3.28 Information on engagement with PILs prior to the Stage Three Consultation is provided in **Chapters 5 and 6** to this report.
- 7.3.29 At the statutory Stage Three Consultation stage, a letter was sent to all PILs on 3 October 2016 informing them of the start of the statutory consultation. The letter included details of the public events being undertaken and enclosed a copy of the Project Newsletter and the section 48 notice. A copy of the letter sent to PILs is provided in **Appendix 18** of this report.
- 7.3.30 Additionally, each individual PIL was contacted by a member of the National Grid lands team (or appointed agency) to offer a meeting.
- 7.3.31 Further information on the consultation and engagement undertaken with PILs is provided in **Chapter 9**, together with details of how National Grid had regard to the feedback given. **Chapter 9** describes correspondence and contact with PILs undertaken prior to, during and after the statutory Stage Three Consultation period, including further periods of focussed statutory consultation with the PILs undertaken in 2017 and 2018 and how National Grid had regard to the feedback given.

Compliance with section 46 of the Act

- 7.3.32 On 3 October 2016, National Grid notified PINS, as part of the section 46 notice, of the intention to commence consultation under the provisions of the Act. A copy of this notice is provided at **Appendix 19**.

Consultation with the local community (section 47 of the Act)

- 7.3.33 The local community were consulted in line with the methods explained in **Chapter 10** of this report which sets out the process by which the SoCC was produced and how the content was complied with during the Stage Three Consultation. A copy of the SoCC can be found in **Appendix 32**.
- 7.3.34 **Chapter 11** contains summaries of the feedback received from the local community and organisations not classified as prescribed consultees (referred to as non-prescribed consultees), together with a detailed explanation of how National Grid had regard to the responses provided.

Wider consultation – non-prescribed consultees

- 7.3.35 National Grid identified a list of additional consultees with whom it voluntarily sought to engage on the Project, outside of those identified in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended). For the purpose of this report, these consultees are referred to as ‘non-prescribed consultees’. In order to inform the development of the Project, National Grid invited the views of these consultees on the proposed application. A list of non-prescribed consultees contacted is provided at **Appendix 15**.
- 7.3.36 On 4 October 2016, a letter was sent to the non-prescribed consultees. The dual-language letter (**Appendix 15**) included details of the consultation and enclosed:
- Project Newsletter (Welsh and English); and
 - Details of where to find technical documents.

7.3.37 Cadw, who had requested hard copy documents prior to the consultation launch, were provided with a full set of consultation documents.

7.4 Summary of Stage Three Consultation Material and Activities

7.4.1 This section of the Report provides a summary of the consultation materials produced and activities undertaken for the statutory Stage Three Consultation as background to the feedback received and National Grid's responses in **Chapters 8 and 9**. **Chapter 10** describes the consultation materials produced and activities undertaken in detail, demonstrating compliance with the SoCC.

Information provided

7.4.2 As described in **Section 7.3**, a suite of documents were published at the launch of the Stage Three Consultation, including technical reports and consultation materials. Their content ensured that there was sufficient information available to enable people and organisations to understand and comment on any aspect of the Project's development and design, from the need case and selection of the strategic option, to the individual proposed pylon locations, the choice of a tunnel under the Menai Strait and the location of associated infrastructure.

7.4.3 The technical documents published at the start of the Stage Three Consultation were:

- **Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (Document 9.4)**: explains the reasons for selecting the preferred Route Option (a route corridor about 100m wide within which the pylons would be sited) in sections A-D of the route. This includes information on the feedback considered, the further appraisals undertaken and the main reasons for the selection of the option. It also describes the reasons why the chosen lattice steel pylon design is being proposed.
- **Draft Route Alignment Report Wylfa to the Menai Crossing Area (Document 9.5)**: explains the rationale for the design of the proposed new overhead line in sections A-D of the route. This includes details on factors that have been considered, the overall design approach and decisions on how each pylon location has been identified. It discusses the design of both the permanent and temporary construction works.
- **Menai Strait Crossing Report (Document 9.6)**: explains the options considered for crossing the Menai Strait (sections E-F of the route), the options assessment undertaken and the selection of the preferred option. This includes information on siting of tunnel head houses, sealing end compounds and other supporting works required for the transitions from overhead to underground, together with the two sections of overhead line that link to the sealing end compounds.
- **Preliminary Environmental Information Report (PEIR)**: the PEIR explains the preliminary assessment of the likely effects the proposed Project would have on the environment and the measures proposed to limit these effects, based on National Grid's assessments at that time.
- **Strategic Options Report Update, 2016 (Document 9.8.3)**: the report provides an update on the developments related to the North Wales Connection Project that have taken place since the publication of the Project Need Case and Strategic Options Report (SOR) on 9 January 2015. The **Strategic Options Report, 2015 (Document 9.8.2)** was also re-published to be read alongside the 2016 update.
- **Project Need Case 2016 (Document 9.7.3)**: explains why the work National Grid needs to undertake, including the North Wales Connection Project, is required. This report updates the assessment of the capacity requirements for the electricity

transmission system in North Wales to take account of changes to the contracted generation background and demand data.

- **Project Plans and Plan Guidance Document:** A series of plans will be submitted as part of National Grid’s application for consent. Draft versions of some of these plans were prepared for the Stage Three Consultation, using the information available at that time, in order to aid understanding of the proposals. The Plan Guidance Document describes each type of plan, how they are structured and the keys for each plan, together with information on where the plans could be viewed during the consultation.

7.4.4 The consultation materials published at the start of the Stage Three Consultation comprised:

- **Statement of Community Consultation (SoCC) (Appendix 32 to this report):** this describes how National Grid proposed to undertake a statutory pre-application consultation on the Project with the local community (those living in the vicinity of the land) and other stakeholders. The SoCC enabled those potentially affected by the Project to understand how National Grid intended to consult and how people could participate in the consultation. It includes an explanation of the engagement activities National Grid intended to undertake. The SoCC was prepared in accordance with requirements of the Planning Act 2008 (as amended).
- **Project News (Appendix 23 to this report):** provides the headlines of National Grid’s proposals and details of the consultation. It includes a large map of the proposals and details of how to get involved in the consultation.
- **Overview (Appendix 24 to this report):** provides an overview of the Project and information on what National Grid proposed in each area. It includes pages on different sections of the proposals so people can easily identify which parts of National Grid’s work are of most interest to them. It also includes visualisations to show what the proposals could look like. Providing an overview of all aspects of the Project, this document was highlighted as potentially being the most useful in helping to provide feedback to the consultation.
- **Question & Answer (Appendix 25 to this report):** contains a list of the most common questions and National Grid’s responses to them.

7.4.5 All the Stage Three Consultation documents, technical and consultation materials, were made available at reference locations, on the Project website, on the Project USB memory stick and at community and vehicle events. In addition, materials such as the Project Newsletter, Overview document and hard copies of the feedback form were available at information points, and the Project Newsletter was posted to all households and businesses in the consultation zone (described below). Further details of the USB memory sticks and the information they contained is provided in **Chapter 10** of this report.

7.4.6 The availability of the documents was advertised in the Project Newsletter and Overview document, to ensure members of the public were aware of them and where to find copies.

7.4.7 Documents consulted upon during the previous rounds of consultation were also available on the Project website, including the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015) and the Wylfa-Pentir Route Options Report (October 2015).

Community consultation zone, consultation period and materials

7.4.8 In order to seek the views of members of the local community and other interested parties living in the vicinity of the Project, a consultation zone was developed. The majority of the zone extended approximately 3km either side of the proposals, with some areas extended beyond this or brought in closer to reflect specific local circumstances. Where practical, the consultation zone was designed to avoid splitting settlements in half.

- 7.4.9 The consultation zone was developed as part of the SoCC and agreed with both IACC and Gwynedd Council. Further information including a map of the consultation zone is provided in **Chapter 10**.
- 7.4.10 The consultation ran from 5 October 2016 to 16 December 2016. Recognising the scale of the proposals, a period beyond the statutory 28 days was considered important in order to give people time to read information and provide feedback. In agreement with IACC and Gwynedd Council, and based on National Grid's experience of previous consultations, a ten week consultation period was considered appropriate for this stage of consultation. All Stage Three Consultation activities took place within this period. The consultation dates were published widely, including:
- on the front page of the Project Newsletter;
 - in covering letters, where these were sent;
 - in the Q&A document;
 - in the Overview document;
 - in consultation advertisements (online and print in local media);
 - on posters distributed throughout the area;
 - in press releases issued to local media channels;
 - on the Project website for the duration of the consultation;
 - via the Project Twitter account throughout the consultation; and
 - via Project texts and emails to those subscribing to these services.
- 7.4.11 Community consultation activities were focused in the consultation zone and sought to engage with those living and working closest to the route. These included newsletters sent to all addresses (12,299 in total) and community events were focused in this area.
- 7.4.12 The Project Newsletter sent to all addresses made clear how formal feedback to the consultation could be provided:
- By filling out a feedback form online.
 - By contacting the community relations team, who could provide a hard copy feedback form.
 - By picking up a hard copy feedback form at a community event or from an information point.
 - By email.
 - By writing to the Freepost address.
- 7.4.13 The newsletter also reinforced the consultation deadline date and stated that the consultation was likely to be the final route-wide consultation on the Project.

Launch of consultation

- 7.4.14 National Grid publicised the proposed application with notices in accordance with section 48 of the Act. The notice, a copy of which can be found in **Appendix 21** to this report, included a summary of the Project, details of the consultation and information on where reference packs could be found.
- 7.4.15 Further information on the section 48 notice and its publication in accordance with Section 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) is provided in **Chapter 12** of this report.

Public events

- 7.4.16 A full programme of events was developed and agreed with IACC and Gwynedd Council. These were advertised in the Project Newsletter, on the Project website, via Project social media, through emails to subscribers and in adverts in local newspapers. At least one Welsh speaking member of the Project team was available at every event. In organising events, it was a key consideration for National Grid to ensure that venues were as accessible as possible. This included having disabled access, being well-located and of a suitable size to accommodate multiple attendees. The events fell into three categories:
- Six **community events** were held in the villages and towns closest to the proposals staffed by National Grid Project team members from various disciplines, including construction, environment, lands and engineering. The Project team were able to answer questions from members of the local community and provide additional information on specific aspects of the Project. The community events used interactive tools such as the 3D visualisation and Virtual Reality (VR) headsets, supported by exhibition panels, examples of equipment, maps and image portfolios.
 - Nine events were held in National Grid's **consultation vehicle**. These focused on key population centres with high footfall where people regularly go as part of their daily activities, lasting two to three hours. They were staffed by two or three key members of the National Grid project team, who were available to provide more information and answer questions from people.
 - Four **pop-up events** were held in public locations along the route. These smaller events offered people an opportunity to find out more about the Project and how they could take part in the consultation. They were staffed by two or three key members of the National Grid Project team, who were available to provide more information and answer questions from people.
- 7.4.17 A total of 418 people attended a public event. Further detail on the locations of each type of event and the information available is provided in **Chapter 10** of this report.

Locations for information

Information points

- 7.4.18 Information points were set up to provide people with community materials to take away. The stand was designed to stand out, and included information on the consultation dates and how to provide feedback. It held copies of all community materials for people to take away (Project Newsletter, Overview document, Q&A document and feedback form) and a reference copy of the SoCC.
- 7.4.19 These points were unmanned and available throughout the consultation period during the relevant opening hours. Their availability was advertised in the Project Newsletter, Overview document, SoCC and on the Project website. More information on the information points and their locations is provided in **Chapter 10**.

Reference locations

- 7.4.20 Reference copies of the consultation documents were made available to view from the start of the statutory Stage Three Consultation. Copies were displayed at ten locations on Anglesey and three locations in Gwynedd, as advertised in the section 47 notice and in the SoCC. More information on the reference locations, including the addresses and opening times, is provided in **Chapter 10**.

Project Website and Email

- 7.4.21 The English and Welsh Project websites (www.cysylltiadgogleddcymru.com / www.northwalesconnection.com) were updated for the launch of consultation. As well as

updated information and all technical documents and consultation materials, the websites included integrated viewpoints, a postcode searchable map and image and film libraries. The films consisted of interviews with Project team members, explaining different aspects of the Project, and route drive films. The website also included an online feedback form, as well as information on how to take part by email or in writing.

- 7.4.22 The website was designed to ensure that those who may not be able to attend an event could still take part in the consultation.
- 7.4.23 The Project email addresses remained in place for people to provide feedback by email:
- nationalgrid@cysylltiadgogleddcymru.com
 - nationalgrid@northwalesconnection.com
- 7.4.24 Additionally, update emails were sent to members of the local community that had registered for updates at any point. These were issued:
- At the launch of the statutory Stage Three Consultation.
 - At the start of the public events.
 - With two weeks to go of the statutory Stage Three Consultation.
 - At the close of the statutory Stage Three Consultation.

Advertising, social media and media relations

- 7.4.25 National Grid undertook advertising to promote the events and information points to a wide audience, including people outside of the consultation zone. Print and digital advertisements were published at the start of the statutory Stage Three Consultation, at the start of events and two weeks before the close of consultation.
- 7.4.26 Further information on advertising, alongside details of promotion of the consultation through social media and media relations is provided in **Chapter 10**. Copies of the advertisements are available in **Appendix 26**.

Hard-to-reach groups and individuals

- 7.4.27 Since launching the Project in 2012, National Grid has continued to work with the local authorities to identify how best to consult with ‘hard-to-reach’ groups. National Grid undertook work to identify these groups and invited the local authorities to amend this list and suggest additional groups.
- 7.4.28 The list of hard-to-reach groups can be found in Appendix 7.1 of the SoCC (which can be found at **Appendix 32** to this report). National Grid contacted these organisations so that information could be cascaded to their members. Offers of additional support if it was required were also made.
- 7.4.29 In addition, the full consultation was designed to support attendance from a wide range of groups. Outreach events were varied in time and location to enable those groups that may not have the time – such as people in full time employment or with young families – to take part in the consultation as they go about their day-to-day activities.
- 7.4.30 The Project website also had a full range of project documents, supporting films/images and an online feedback form. The website was designed to ensure that those who may not be able to attend an event could still take part in the consultation.
- 7.4.31 All community materials were produced in large print and National Grid provided an audio commentary of the Project Newsletter in conjunction with the Royal National Institute of Blind People (RNIB), who distributed this to their members.

7.5 Documenting Responses Received (Structure of Chapters 8, 9 and 11)

- 7.5.1 Consultation feedback was received from a wide range of respondents, including prescribed and non-prescribed organisations, people with an interest in land (PILs), elected representatives and the public. As set out in **Section 7.1**, the following chapters are structured in line with the sections of the Act, with **Chapter 8** detailing feedback received from prescribed organisations, **Chapter 9** detailing feedback received from PILs, and **Chapter 11** detailing feedback received from non-prescribed organisations and the public. Each chapter also contains an explanation of how National Grid had regard to the comments made.
- 7.5.2 As described in **Section 3.14**, due to the volume of feedback received National Grid adopted a thematic approach to analysing feedback, an approach supported by the Planning Inspectorate's Advice Note Fourteen (April 2012). Analysing feedback thematically provided a structure to the analysis process and enabled similar comments to be grouped together. This approach also helped National Grid to respond more effectively to feedback received.
- 7.5.3 **Section 3.14** describes in detail the thematic approach to analysing feedback and the process followed. The resulting summaries of the consultation feedback received have been presented in three formats:
- Feedback from prescribed and non-prescribed organisations (**Chapters 8 and 11** respectively) has been presented in tabular format, with a table provided for each organisation that provided a response to the statutory Stage Three Consultation. This has enabled National Grid to provide a detailed explanation of how regard was had to the feedback received.
 - Due to the volume of responses received from PILs (**Chapter 9**) and the public (**Chapter 11**) and the reoccurring nature of the issues raised, a tabular approach was not considered appropriate. Instead, summaries of the consultation feedback received have been presented in paragraphs, which are followed by a text box that contains an explanation of how National Grid had regard to the feedback received.
 - In addition to the feedback from PILs presented in line with point (b) above, detailed comments were received on specific pieces of the proposed infrastructure such as pylon or access track locations (**Chapter 9**). Due to the volume of this type of feedback received from PILs, a tabular format has been used to record the comments made, how National Grid had regard to the feedback received and whether the comment led to an amendment to the Project. Comments of this nature were also received from prescribed and non-prescribed organisations and the public, but in lower numbers, therefore they are reported within the formats detailed in bullet points a) and b) above.
- 7.5.4 To aid the reader, feedback received from PILs (**Chapter 9**) and the public (**Chapter 11**) presented in line with point (b) above has been grouped in to:
- Comments that do not relate to a particular section of the route or where a particular section has not been specified. These comments relate either to the route overall or to the principles behind the Project, alternatives considered or route selection.
 - Feedback received in relation to each of the sections of the proposed route i.e. Sections A, B, C, D, E and F.
 - Feedback received on the consultation process.
- 7.5.5 Feedback received in relation to each of the sections of the proposed route has been colour coded to match the colours used to present information during the Stage Three

Consultation. For example, Section A of the route was presented in purple and Section B in orange.

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8. SECTION 42 CONSULTATION WITH PRESCRIBED CONSULTEES, STATUTORY UNDERTAKERS AND LOCAL AUTHORITIES

8.1 Introduction

8.1.1 This chapter of the report contains summaries of the statutory Stage Three Consultation responses received from prescribed consultees, statutory undertakers (both of which are to be found at Section 8.2) and local authorities (to be found at Section 8.3). Each response has been analysed and summarised under themes in accordance with the methodologies set out in **Sections 3.16** and **7.5** of this report.

8.1.2 A table has been produced for each consultee that responded to the Stage Three Consultation; which summarises their response, draws out the main comments, and includes direct quotes from each response where these illustrate the point being made. The tables also indicate whether the comments from each prescribed consultee, statutory undertaker or local authority led to a change (such as siting, route and/or design of the scheme itself, or to mitigation or compensatory measures proposed), or has led to no change. In each case a detailed explanation of how National Grid had regard to the response is provided.

8.2 Section 42 Consultation with Prescribed Consultees, Including Statutory Undertakers

8.2.1 The responses included in this section are from consultees prescribed under Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended), the APFP Regulations, who provided a response to the statutory Stage Three Consultation undertaken between 5 October 2016 and 16 December 2016. Those indicated by *italics* and an 'N/A' in the final column responded to the consultation to confirm that they did not have comments at this stage and hence are not discussed further in this chapter. Those marked with an asterisk (*) sent a holding response or asked for further information; details of further correspondence with these consultees are provided in **Table 8.1**.

8.2.2 Further consultation with the prescribed consultees after the statutory Stage Three Consultation period is described in **Chapter 14** of this report.

8.2.3 The prescribed consultees are listed in **Table 8.1** in the order in which they appear in the APFP Regulations, with the organisation as listed in Schedule 1 provided in the first column. The second column indicates whether they were consulted or not; where National Grid departed from the list of Schedule 1 prescribed consultees, this column provides the appropriate reasons for doing so. The third column provides the names of the consultees that responded to the Stage Three Consultation. The table numbers provided in the last column of **Table 8.1** correspond to **Tables 8.2 to 8.31** below that contains the consultees' response, whether it resulted in a change, and how National Grid had regard to the comments made.

8.2.4 Town and community councils are a prescribed consultee under Schedule 1 of the **APFP** Regulations, where relevant. National Grid consulted the 'relevant' town and community councils as those with responsibility for the location where the proposals may or will be sited or has responsibility for an area which neighbours that location. For clarity, National Grid has distinguished between those town and community councils in whose area the proposals are sited as 'B' community councils and any adjoining town and community councils as 'A' community councils in **Table 8.1**. Responses were received from town and community councils that do not fall in to the definition of 'relevant' town and community

councils. Although they do not fall within the definition of a ‘prescribed consultee’, they have been included in this section as the most appropriate part of this report to do so.

- 8.2.5 Three bodies understood to be statutory undertakers responded to statutory Stage Three Consultation notwithstanding that they do not fall within any of the PILs categories nor for the purposes of Schedule 1 of the APFP Regulations did National Grid consider them to be “relevant statutory undertakers”, i.e. where a proposed application is likely to affect their functions as statutory undertakers. These were Sargas Power Yorkshire Limited, Scottish Power Renewables and United Utilities Water Limited. For convenience, they are included in **Table 8.1** with other statutory undertakers.

Table 8.1: List of consulted prescribed consultees under Schedule 1 of the APFP Regulations, and those who responded to the statutory Stage Three Consultation

Schedule 1 Consultee	Consultee consulted (Yes/No) If no, why not	Consultee who responded to Stage Three	Table Number
The Welsh Ministers	Yes – the Cabinet Secretary for Economy and Infrastructure, Welsh Government	Welsh Government	8.2
The Scottish Executive	No – the Project is located in Wales, not Scotland	N/A	
The relevant Northern Ireland Department	No – the Project is located in in Wales, not Northern Ireland	N/A	
The relevant Regional Planning Body	No – Regional Planning Bodies no longer exist in Wales	N/A	
The Health and Safety Executive	Yes – The Health and Safety Executive	The Health and Safety Executive	8.3
The relevant Strategic Health Authority	Yes – Public Health Wales	Public Health Wales	8.4
	Response received although not a prescribed consultee	Public Health England	8.5
	Yes – Welsh Ambulance Service NHS Trust	Welsh Ambulance Service NHS Trust	8.6
	Yes – Velindre NHS Trust	No response received	
The relevant Health Board	Yes – Betsi Cadwaladr University Health Board	No response received	
Natural England	No – the Project is located in Wales, not England	N/A	
The Historic Buildings and Monuments Commission for England	No – the Project is located in Wales, not England	N/A	
The relevant fire and rescue authority	Yes – North Wales Fire and Rescue Service; Mid and West Wales Fire and Rescue Service	North Wales Fire and Rescue Service	8.7
		<i>Mid and West Wales Fire and Rescue Service</i>	N/A
The relevant police authority	Yes – North Wales Police and Crime Commissioner; Dyfed-Powys Police and Crime Commissioner	North Wales Police	8.8
The relevant town and community council	Yes – Amlwch Town Council (A)	Tref Amlwch Community Council	8.22
	Yes – Bangor City Council (A)	No response received	
	Response received although not a prescribed consultee	Beaumaris Town Council	8.9
	Yes – Bodffordd Community Council (A)	No response received	
	Yes – Bodorgan Community Council (A)	No response received	
	Yes – Caernarfon Town Council (A)	No response received	
	Yes – Cwm Cadnant Community Council (A)	Cwm Cadnant Community Council	8.10

Schedule 1 Consultee	Consultee consulted (Yes/No) If no, why not	Consultee who responded to Stage Three	Table Number
	Yes – Cylch-Y-Garn Community Council (A)	No response received	
	Yes – Llanbadrig Community Council (B)	Llanbadrig Community Council	8.11
	Yes – Llanberis Community Council (A)	No response received	
	Yes – Llandaniel Fab Community Council (B)	No response received	
	Yes – Llanddeiniolan Community Council (B)	No response received	
	Yes – Llanddyfnan Community Council (B)	No response received	
	Yes – Llandygai Community Council (A)	No response received	
	Yes – Llanelian Community Council (A)	Llanelian Community Council	8.12
	Yes – Llanerchymedd Community Council (A)	Llanerchymedd Community Council	8.14
	Yes – Llaneluad Community Council (B)	No response received	
	Yes – Llanfair Mathafarn Eithaf Community Council (A)	No response received	
	Yes – Llanfairpwll Community Council (A)	Llanfairpwll Community Council	8.13
	Response received although not a prescribed consultee	Llanfair Yn Neubwll Community Council	8.13
	Yes – Llanfihangelesceifiog Community Council (B)	Llanfihangelesceifiog Community Council	8.13
	Yes – Llangefni Town Council (B)	No response received	
	Yes – Llangristiolus Community Council (A)	No response received	
	Yes – Llanidan Community Council (A)	Llanidan Community Council	8.15
	Yes – Llanrug Community Council (A)	No response received	
	Yes – Mechell Community Council (B)	Mechell Community Council	8.16
	Yes – Menai Bridge Town Council (A)	No response received	
	Yes – Moelfre Community Council (A)	No response received	
	Response received although not a prescribed consultee	North Anglesey Council's Partnership	8.17
	Response received although not a prescribed consultee	One Voice Wales Anglesey Pylon Committee	8.18
	Response received although not a prescribed consultee	OVW Arfon Dwyfor Area Committee	8.19
	Yes – Penmynydd and Star Community Council (B)	Penmynydd Community Council	8.13
	Yes – Pentir Community Council (B)	Pentir & Y Felinheli Community Councils	8.20
	Yes – Pentraeth Community Council (A)	Pentraeth Community Council	8.13
	Yes – Rhosybol Community Council (B)	Rhosybol Community Council	8.21

Schedule 1 Consultee	Consultee consulted (Yes/No) If no, why not	Consultee who responded to Stage Three	Table Number
	Yes – Rhosyr Community Council (A)	No response received	
	Response received although not a prescribed consultee	Trearddur Community council	8.13
	Yes – Tref Alaw Community Council (A)	Tref Alaw Community Council (Campaign B) ⁵	N/A
	Response received although not a prescribed consultee	Trewalchmai Community Councils	8.13
	Yes – Y Felinheli Community Council (A)	Pentir & Y Felinheli Community Councils	8.20
The Environment Agency	Yes – Natural Resources Wales (NRW), the Environment Agency Wales was replaced by NRW	Natural Resources Wales (NRW)	8.23
The Scottish Environment Protection Agency	No – the Project is located in Wales, not Scotland	N/A	
The Commission for Architecture and the Built Environment	No – the Project is located in Wales, not England	N/A	
The relevant Regional Development Agency	No – the Welsh Development Agency was abolished in 2006, Regional Development Agencies do not exist in Wales	N/A	
The Equality and Human Rights Commission	Yes – The Equality and Human Rights Commission	<i>The Equality and Human Rights Commission</i>	N/A
The Scottish Human Rights Commission	No – the Project is located in Wales, not Scotland	N/A	
The Commission for Sustainable Development	No – The Sustainable Development Commission was closed in 2011	N/A	
AONB Conservation Boards	No – the Project is located in Wales, not England (where AONB Conservation Boards do not exist, they are managed by the relevant local authority)	N/A	
Royal Commission on the Ancient and Historical Monuments of Wales	Yes – Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW)	Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW)	8.24
The Countryside Council for Wales	Yes – Natural Resources Wales (NRW), the Countryside Council for Wales was replaced by NRW	Natural Resources Wales (NRW)	8.23
The Homes and Communities Agency	No – the Project is located in Wales, not England	N/A	

⁵ Tref Alaw Community Council submitted a campaign response referred to in this report as Campaign B. National Grid's response to Campaign B is provided in **Chapter 11**.

Schedule 1 Consultee	Consultee consulted (Yes/No) If no, why not	Consultee who responded to Stage Three	Table Number
The Joint Nature Conservation Committee (JNCC)	Yes – JNCC	<i>The Joint Nature Conservation Committee (JNCC)</i>	N/A
The Commission for Rural Communities	No – The Commission for Rural Communities was abolished in 2013	N/A	
Scottish Natural Heritage	No – the Project is located in Wales, not Scotland	N/A	
The Maritime and Coastguard Agency	Yes – The Maritime and Coastguard Agency	The Maritime and Coastguard Agency *	N/A
	Yes – Caernarfon Harbour Master	No response received	
	Yes – Welsh Government Marine and Fisheries	Welsh Government	8.2
The Civil Aviation Authority	Yes – The Civil Aviation Authority and NATS En-Route Safeguarding	<i>NATS En-Route Safeguarding</i>	N/A
The Highways Agency	No – the Project is located in Wales, not England (the Highways Agency became Highways England)	N/A	
Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)	No – there are no ITAs or PTEs in the Project area	N/A	
The relevant Highways Authority	Yes – North & Mid Wales Trunk Road Agency	No response received	
	Yes – Gwynedd Council	Gwynedd Council	See Table 8.32
	Yes – the Isle of Anglesey County Council	Isle of Anglesey County Council	See Table 8.33
	Yes – Welsh Government Network Management Division	Welsh Government	8.2
Transport for London	No – the Project is located in Wales, not England	N/A	
The Rail Passengers Council	Yes – Transport Focus were consulted as the body that replaced the Rail Passengers Council	No response received	
The Disabled Persons Transport Advisory Committee	Yes – The Disabled Persons Transport Advisory Committee	No response received	
The Coal Authority	Yes – The Coal Authority	The Coal Authority	8.25
The Office of Rail	Yes – The Office of Rail and Road	No response received	

Schedule 1 Consultee	Consultee consulted (Yes/No) If no, why not	Consultee who responded to Stage Three	Table Number
Regulation and approved operators	Yes – Network Rail	Network Rail	8.31
The Gas and Electricity Markets Authority	Yes – Gas and Electricity Markets Authority (GEMA);	No response received	
	Yes – Ofgem	No response received	
	Yes – Ofgem Wales	No response received	
	Yes – The Office of Nuclear Regulation	No response received	
The Water Services Regulation Authority	Yes – Ofwat	No response received	
The Water Industry Commission of Scotland	No – the Project is located in Wales, not Scotland	N/A	
The relevant waste regulation authority	Yes – Natural Resources Wales (NRW), waste regulation is undertaken by NRW	Natural Resources Wales (NRW)	8.23
The relevant internal drainage board	No – there are no internal drainage boards in Wales	N/A	
The British Waterways Board	Yes – The Canal River Trust, the British Waterways Board was replaced by the Canal River Trust	No response received	
Trinity House	Yes – Trinity House	No response received	
The Health Protection Agency	No – the Project will not involve chemicals, poisons or radiation which could potentially cause harm to people	N/A	
The relevant local resilience forum	Yes – the North Wales Resilience Forum	No response received	
Relevant Statutory Undertakers	Yes – BT Plc	No response received	
	Yes – Dee Valley Water	<i>Dee Valley Water</i>	N/A
	Yes – East West Cable One Limited	No response received	
	Yes – Element Power Ireland Limited were consulted as a customer of National Grid	Element Power Ireland Limited	8.26
	No – E.ON UK plc. **	No response received	
	Yes – Energetics Electricity Limited	No response received	
	Yes – Energetics Gas Limited	No response received	
	Yes – Energy Assets Pipelines Limited	No response received	
	Yes – ESP Connections Ltd	No response received	

Schedule 1 Consultee	Consultee consulted (Yes/No) If no, why not	Consultee who responded to Stage Three	Table Number
	Yes – ESP Electricity Limited	No response received	
	Yes – ESP Networks Ltd	No response received	
	Yes – ESP Pipelines Ltd	No response received	
	Yes – ES Pipelines Ltd	No response received	
	Yes – First Hydro Company	No response received	
	Yes – Fulcrum Pipelines Limited	No response received	
	Yes – GTC Pipelines Limited	No response received	
	Yes – Harlaxton Energy Networks Ltd	No response received	
	Yes – Horizon Nuclear Power	Horizon Nuclear Power Services Limited	8.27
	Yes – Independent Pipelines Limited	No response received	
	Yes – Independent Power Networks Limited	No response received	
	Yes – Indigo Pipelines Limited	No response received	
	Yes – LNG Portable Pipeline Services Limited	No response received	
	Yes – Magnox	Magnox	8.28
	Yes – National Grid Electricity Transmission Plc	No response received	
	Yes – National Grid Gas, including Cadent Gas Limited	<i>National Grid Gas</i>	N/A
	Yes – National Grid Plc	No response received	
	Yes – Northern Powergrid	No response received	
	Yes – Peel Electricity Networks Ltd	No response received	
	Yes – Quadrant Pipelines Ltd	No response received	
	N/A	<i>Sargas Power Yorkshire Limited</i>	N/A
	N/A	Scottish Power Renewables *	N/A
	Yes – Severn Trent Water	No response received	
	Yes – Scotland Gas Networks Plc	No response received	
	Yes – Southern Gas Networks Plc	No response received	
	Yes – SP Energy Networks	SP Energy Networks	8.29
	Yes – SP Manweb	SP Energy Networks	8.29
	Yes – SSE Pipelines	No response received	

Schedule 1 Consultee	Consultee consulted (Yes/No) If no, why not	Consultee who responded to Stage Three	Table Number
	Yes – The Electricity Network Company	No response received	
	Yes – UK Power Distribution Ltd	No response received	
	N/A	<i>United Utilities Water Limited</i>	N/A
	Yes – Utility Assets Ltd	No response received	
	Yes – Wales and West Utilities	Wales and West Utilities	8.30
	Yes – Welsh Water (Dwr Cymru)	No response received	
	Yes – Western Power Distribution (South Wales) Plc	No response received	
	Yes – Network Rail	Network Rail	8.31
	Yes – Royal Mail Group Limited	Royal Mail Group Limited ***	N/A
The Crown Estate Commissioners	Yes – The Crown Estate Commissioner and Officer - Anglesey (Coastal)	No response received	
The Forestry Commission	Yes – Natural Resources Wales (NRW), Forestry Commission Wales was replaced by NRW	Natural Resources Wales (NRW)	8.23

italics indicate consultees who responded to the consultation to confirm that they did not have comments at that stage (and the third column is therefore ‘not applicable, N/A’)

* consultees marked with an asterisk sent a holding response or asked for further information, which was provided, and no further correspondence was received before the deadline for consultation responses

** Schedule 1 of the APFP Regulations prescribe consulting with relevant statutory undertakers where a proposed application is likely to affect their functions as statutory undertakers. As a matter of completeness we record here that National Grid considered whether E.ON UK plc might fall with Schedule 1 but determined that it would not do so. This is because the closest E.ON UK plc asset is Rhyd-y-Groes Wind Farm, which is over 2km from the proposed connection. E.ON UK plc has not issued any consultation responses to section 47 or section 48 consultation.

*** BNP Paribas Real Estate UK issued a response on behalf of The Royal Mail Group Limited on 15 December 2016. The response stated that they do not believe that any Royal Mail operational properties lie within the Project boundary plans, but there may be post boxes. An extension of time was requested to enable Royal Mail to check the post box locations, which was granted by National Grid. Subsequent correspondence is detailed in **Chapter 14**.

Table 8.2: Welsh Government

The Welsh Government’s response consists of two parts – a letter from the First Minister (FM) and technical comments from officials (O); comments have been tagged to indicate which part they belong to.

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation process and information				
<i>Request</i>	To be involved further	The Welsh Government would like to be involved further in the delivery of this project. <i>“The North Wales Grid Connection is a key infrastructure project in North Wales and my officials stand ready to work closely with National Grid and all key stakeholders where appropriate to deliver a lasting legacy from this project for the people of Wales”</i> (FM)	No	National Grid has proactively engaged with the Welsh Government during the development of the Project, including via meetings with representatives from planning and nuclear strategy, together with correspondence and (where appropriate) thematic group meetings in relation to traffic and transport, socio-economic (including tourism), Welsh language, soils and the historic environment. National Grid continues to work with Welsh Government with a view to agreeing a Statement of Common Ground. Detail of the engagement with the Welsh Government in relation to the environmental impact assessment (EIA) is provided in Environmental Statement Chapter 5: EIA Consultation (Document 5.5).
Policy Principles				
<i>Link to wider policies</i>	Comments	The Welsh Government asks National Grid to refer to the Well-being of Future Generations (Wales) Act when developing the project, particularly around protection of tourism, environment, community cohesion, economic prosperity and promotion of Wales and the Welsh language and culture. (FM)	No	Well-being Report National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.</p> <p>Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (Document 5.27).</p> <p>The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.</p> <p>Welsh Language Impact Assessment</p> <p>A Welsh Language Impact Assessment (WLIA) has been undertaken for National Grid by a North Wales based consultancy specialising in undertaking such assessments. The assessment is included in Volume 5 of the DCO application (Document 5.27). The scope and approach of the WLIA was discussed and agreed with IACC and Gwynedd Council, and aligns with the relevant national and local guidance. A draft WLIA was issued to IACC, Gwynedd Council and Welsh Government for comment ahead of submission.</p> <p>The WLIA considered effects on five key aspects of</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>community life: population characteristics, quality of life, economic factors, infrastructure supply and social and cultural aspects. Where effects on Welsh language have been identified as part of the WLIA, mitigation and/or enhancement measures have been proposed as necessary in order to address those effects.</p> <p>Control and management measures for construction of the Project are set out in the Construction Environmental Management Plan (CEMP) (Document 7.4). The CEMP contains a section on Code of Conduct. It specifies that the contractor will be a member of the Considerate Constructors Scheme and will adhere to a Code of Conduct. The Code of Conduct will include sections on respecting the environment, respecting communities and respecting Welsh Language and Welsh Culture. Information will be provided to workers on language awareness, local linguistic and cultural context and how to demonstrate linguistic courtesy and cultural sensitivity. Site inductions and toolbox talks, will include information about Welsh language words and phrases, and information on resources for learning Welsh.</p>
Route Option Alignment				
<i>Environment</i>	Impact on flood risk	With regards to the references mentioned in Chapter 11 of the PEIR, the Welsh Government advises National Grid that National Planning Policy Framework is only applicable in England and the Welsh reference is Planning Policy Wales. (FM)	No	Chapter 11 of the PEIR referenced the English National Planning Policy Framework insofar as it is referred to National Policy Statement EN-1. Chapter 12 of the ES, Water Quality, Resources and Flood Risk (Document 5.12), has been updated to reflect comments from Natural Resources Wales and Welsh

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Government.</p> <p>The assessment of likely significant effects of the Project on flood risk in Chapter 12 and the Flood Consequences Assessments (Documents 5.12.2.1 to 5.12.2.4) have been carried out in accordance with the requirements of Planning Policy Wales 9 and Technical Advice Note (TAN) 15.</p>
	Impact on flood risk	The reference to climate change projections is not correct; the Welsh Government has issued a clarification letter that should be used instead. (FM)	No	<p>National Grid noted this comment and has ensured that reference to the correct climate change protections has been made within the Environmental Statement (Volume 5).</p> <p>The assessment of likely significant effects of the Project on flood risk is contained in Chapter 12 of the ES, Water Quality, Resources and Flood Risk (Document 5.12).</p> <p>The Flood Consequences Assessments (Documents 5.12.2.1 to .12.2.4) have taken into account Welsh Government guidance on Climate Change on Flood and Coastal Erosion Risk Management (FCERM) and the referenced policy clarification letter on Climate Change Allowances mentioned in the response from the First Minister.</p>
	Impact on cultural heritage	The Welsh Government agrees with the initial assessment presented in Chapter 9 of the PEIR which concludes that 11 scheduled monuments will be affected by the proposed connection. The Welsh Government notes that further assessment would be presented in the EIA and requests the careful consideration of the location of pylons and other	Yes	It is noted that the Welsh Government agreed with the initial assessment presented in Chapter 9 of the PEIR. The assessment has been developed further for the ES in light of the final scheme design and appropriate mitigation measures have been identified and set out in Chapter 10 of the ES, Historic Environment (Document 5.10).

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>infrastructure components and the identification of appropriate mitigation measures to be employed. (FM and O)</p> <p>The Welsh Government believes that the potential impact on the Bryn-Celli Ddu Burial Chamber has been understated and consider its value should be upgraded to ‘very high’, given that recent studies have suggested it is aligned on midsummer sunrise. (O)</p> <p>To fully assess the impact on the monument, the Welsh Government asks for a photomontage to show the view to the east from the entrance passageway. They also ask for bespoke visualisations to be created, stressing that this is particularly important for publicly inaccessible sites such as the Standing Stone to the north Coed Nant-y-Garth. (O)</p> <p>The Welsh Government also points out that it is possible that undiscovered significant archaeological sites may be present in the area. The Welsh Government requests a programme of archaeological investigation to be carried out before the EIA is completed. (O)</p>		<p>Effects on Bryn Celli Ddu Burial Chamber have been assessed in further detail for the ES (Document 5.10). The suggestion that the value of the monument should be upgraded has not been accepted. The apparent alignment on the midsummer sunrise is an important aspect of the heritage significance of this monument and has been considered in the assessment. Nevertheless, such an alignment is not unique and does not necessarily elevate the monument to international importance.</p> <p>A photomontage has been included in the ES to show the view from the monument, including the view to the east. Other photomontages have also been included, with the chosen locations based on comments received from the local authorities. This includes the view from the Standing Stone to the north of Coed Nant-y-Garth.</p> <p>The design of the Project has been amended as a result of feedback from the Stage Three Consultation, leading to the use of three low height towers in the approach to the Braint tunnel head house. This decision was informed by the assessment of potential effects on Bryn Celli Ddu.</p> <p>The finished site levels and form and scale of the tunnel head house building at Ty Fodol have also been reviewed in order to reduce effects when viewed from the Standing Stone to the north of Coed Nant-y-Garth.</p> <p>A programme of archaeological evaluation has been completed, the results of which are reported in the ES (Document 5.10). This has included a geophysical</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				survey and targeted trial trenching, the scope of which was agreed with Gwynedd Archaeological Planning Service, on behalf of IACC and Gwynedd Council.
	Mitigation suggestions – cultural heritage	To mitigate the potential impact on local heritage sites, the Welsh Government requests the removal or realignment of existing local overhead lines to improve the inter-visibility between monuments. (FM)	Yes	The Welsh Government's preference for the removal or re-alignment of existing local overhead lines is noted. It is possible that a number of lattice pylons and wood poles carrying local overhead lines will be removed. This would have the potential to reduce overall effects on a number of monuments including Maen Addwyn standing stone (AN069) and Bryn-Celli-Ddu Burial Chamber (AN 002).
<i>Engineering, Design and Construction</i>	Impact of external workforce	<p>The Welsh Government raises concerns about the availability of bed spaces for construction workers given that they are likely to compete for accommodation with the Horizon construction workers and that the demand may exceed the supply, especially during the tourist season. They ask for a comprehensive accommodation strategy to be developed in collaboration with the Welsh Government, Gwynedd and Anglesey Councils and Horizon Nuclear Power. (FM)</p> <p>They also reference relevant parts of the Overarching National Policy Statement for Energy and Planning Policy Wales that underpin their position. (O)</p>	No	<p>The socio-economics chapter of the ES (Document 5.17) assesses the potential for increased demand on tourism accommodation created by the presence of construction workers for the Project. Work has been undertaken to estimate the number of available bed spaces, applying peak occupancy rates as a conservative approach. The chapter also considers the significance of effects when the Wylfa Newydd workforce is included to provide a cumulative assessment.</p> <p>National Grid has, and will continue to liaise closely with Horizon Nuclear Power. These discussions have been wide ranging and have included the potential use of Horizon's proposed Worker Accommodation Management Service (previously called the Construction Worker Accommodation Management Portal). National Grid and Horizon Nuclear Power will continue to keep this matter under review during Examination of the Projects.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Consideration of and compliance with National Policy Statements EN-1 and EN-5, and Planning Policy Wales with regard to the socio-economic effect of the Project is set out in the socio-economics chapter of the ES (Document 5.17).</p>
	Other impacts	<p>The Welsh Government points out that legal agreements need to be assessed and agreed to ensure that Welsh Government owned land and highway land is suitably designated, with sufficient easements for installation and maintenance. (O)</p> <p>They also ask for a detailed Environmental Impact Assessment on all proposed works, to address the possible removal and damage of the designated areas relevant to the construction and acceptance of the A55 ‘Design Build Finance Operate’ across Anglesey. (O)</p>	No	<p>National Grid has identified where land agreements such as easements are required for the installation and maintenance of the North Wales Connection Project. This includes those relating to Welsh Government owned land and highway land, which are the subject of ongoing joint discussions and agreements.</p> <p>A detailed EIA, which includes an assessment of the likely significant effects of the Project arising from its construction and operation, has been undertaken in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. The ES is provided in Volume 5 of the DCO application (Documents 5.1 to 5.21).</p>
<i>Transport-</i>	Impact on local road network	<p>The Welsh Government is concerned that the traffic analysis included in the PEIR does not provide a robust analysis of traffic impacts, in particular the cumulative impact of increased HGV traffic that would be generated from other projects happening at the same time as National Grid’s scheme. (FM)</p> <p>The Welsh Government is concerned about the impact of construction traffic on the trunk road network and asks for a detailed transport assessment and a traffic model that includes</p>	No	<p>Information provided in the PEIR</p> <p>National Grid provided a Preliminary Environmental Information Report (PEIR) as part of the statutory Stage Three Consultation. Preliminary Environmental Information is defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) as: “<i>information referred to in Part 1 of Schedule 4 which (a) has been compiled by the applicant; and (b) is reasonably required to assess the environmental effects of the development (and of any associated development).</i>”</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		all permitted relevant developments as well as the proposed number of workers and travel arrangements. They also ask for all affected trunk roads to be assessed and appropriate mitigation measures to be adopted. (O)		<p>In line with applicable guidance at the time, including PINS Advice Note 7 (March 2015), National Grid used professional judgement to determine the level and type of detail in the PEIR taking account of the:</p> <p><i>“stage in the design process the consultation was carried out;</i></p> <p><i>the target audience; and</i></p> <p><i>the complexity of the proposed development and the receiving environment”.</i></p> <p>PINS Advice Note 7 (March 2015) also sets out that the PEIR is not expected to replicate or be a draft of the Environmental Statement.</p> <p>In compliance with the above, National Grid ensured that the PEIR contained sufficient information to enable both technical and non-technical consultees to develop an informed view of the likely significant environmental effects of the proposed development and to provide detailed comments on the design and mitigation proposed, as appropriate for that stage.</p> <p>To aid engagement by the public, the PEIR was presented by section of the route to allow readers to focus on potential effects in geographical areas. Chapter 21 of the PEIR provided a summary of the environmental baseline and potential effects by section of the route, and a non-technical summary of the PEIR was also published.</p> <p>Other information presented by National Grid for the statutory Stage Three Consultation included detailed plans of the Project and technical reports detailing the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>work undertaken to develop the proposed connection.</p> <p>In response to the information presented, including the PEIR, useful and meaningful feedback was received from both technical and non-technical consultees on the development of the Project as well as potential environmental effects and possible mitigation measures, which has further informed production of the Project's ES.</p> <p>The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p> <p>Traffic and transport assessment</p> <p>The traffic and transport chapter of the ES (Document 5.13), along with a more detailed Transport Assessment report (Document 5.13.2.1), provides a robust analysis of traffic effects and takes into consideration the traffic and transport effect of relevant schemes that could result in a cumulative effect, including all relevant permitted developments. The list of developments included in the assessment of inter-project effects was provided to IACC and Gwynedd Council for comment.</p> <p>Inter-project cumulative effects are presented in section 10 of each of the topic specific chapters of the ES (Documents 5.7 to 5.18) and the inter-project cumulative effects assessment is presented in Chapter 20 of the ES (Document 5.20).</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>The scope of the Transport Assessment was issued to Welsh Government for comment and the final document takes account of the detailed feedback provided, including the use of traffic models, along with individual junction assessments.</p> <p>The Transport Assessment includes consideration of all relevant permitted developments, as well as the proposed number of workers and travel arrangements.</p> <p>The scope of the Transport Assessment has been agreed with Welsh Government, IACC and Gwynedd Council, including the extent of the trunk road network that has been assessed.</p> <p>Where the assessment concludes that mitigation is required, this is documented in the Transport Assessment report (Document 5.13.2.1) and the Outline Construction Traffic Management Plan (Document 7.5).</p>
<i>Socio-economic impact</i>	Impact on business/ tourism	<p>The Welsh Government stresses the popularity of North Wales as a holiday destination and the economic contribution of tourism. They call on National Grid to identify mitigation to address potential loss of trade for some tourism business during development and after completion, including the consideration of undergrounding. (FM)</p> <p>They note that there are already delays on A55 and Britannia Bridge during peak times and further exacerbation of the problem would put off visitors. (O). They add that whereas the impact on tourism was discussed within</p>	No	<p>Effects on tourism</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. The assessment of effects on tourism includes a receptor-based assessment and a tourism survey.</p> <p>The scope, content, timing and locations of the tourism surveys were discussed and agreed with IACC and Gwynedd Council. The socio-economics chapter of the ES also includes an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>Anglesey and Gwynedd, the assessment should be expanded to include Conwy as well (O).</p> <p>The Welsh Government recognises that in conjunction with Wylfa Newydd, the project could create long lasting socio economic benefits for Wales however they state that these should not be at the expense of established Welsh businesses. (FM)</p>		<p>effects.</p> <p>As detailed in the EIA Scoping Report (May 2016), a business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with both IACC and Gwynedd Council and revised it to take account of the Councils' comments. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p> <p>Placing the connection underground</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p> <p>Traffic and transport assessment</p> <p>The effects of the Project on the A55 and Britannia Bridge have been assessed in the traffic and transport chapter of the ES (Document 5.13) and the associated Transport Assessment (Document 5.13.2.1), with potential mitigation measures included</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>where appropriate. The scope of the Transport Assessment has been agreed with Welsh Government, IACC and Gwynedd Council, including the extent of the trunk road network that has been assessed. However, this does not extend to Conwy as significant transport effects are not predicted. The Welsh Government suggests that the scope of the assessment of effects on tourism should be extended to areas beyond Anglesey and North Gwynedd such as Conwy based on potential effects on traffic causing delays to visitors, however in light of the predicted likely significant transport effects it was not considered proportionate to extend the scope of the assessment of effects on tourism to areas beyond Anglesey and North Gwynedd.</p> <p>Socio-economic assessment</p> <p>The socio-economic benefits of the scheme and appropriate mitigation for likely significant negative effects are provided in the socio-economics chapter of the ES (Document 5.17).</p>
	Impact on farming /agriculture	The Welsh Government notes that they prefer if Best and Most Versatile Agricultural land (BMV land) is avoided. If a BMV site is selected over a non-BMV site, the reasons for its selection should be clearly set out so they can be considered against national planning policy. (FM)	No	<p>The methodology for assessing the presence and extent of BMV land within the Proposed Project Boundary (PPB) as shown at Stage Three Consultation was agreed by the Land Quality Advice Service, Department for Environment and Rural Affairs, Welsh Government. The methodology considered land permanently required for the Project and temporary disturbance separately.</p> <p>For areas of land required permanently detailed soil surveys were carried out, the data from which fed into the iterative design process to microsite the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>development works into areas of lower agricultural land classification (ALC) grading or non-agricultural land as far as practicable. The iterative design process and consequent final routeing considered the potential effects identified by all disciplines and consultation with farmers and landowners. Consequently, a small proportion of land required permanently is within Subgrade 3a BMV land, although the design reduced this as far as was practicable.</p> <p>For areas of temporary disturbance, ALC grading was determined using Provisional ALC mapping in conjunction with published data on land use and soils to determine the likely proportion of BMV land. Through the iterative design process, which also included consultation with farmers and landowners, these data were used to position temporary works in non-agricultural or non-BMV land as far as practicable in consideration of constraints identified by other disciplines. As a result, the majority of temporary disturbance occurs on non-BMV land. Where agricultural land may be affected, appropriate mitigation measures are identified within the CEMP, which will be secured through a Requirement to the Development Consent Order.</p>
	Impact on Welsh language	Although acknowledging that National Grid will be producing a Welsh Language Impact Assessment (WLIA), the Welsh Government expresses its disappointment that a WLIA has not been prepared as part of the pre-application consultation, thereby providing an opportunity for stakeholders and the public to	No	National Grid's intention to produce a WLIA was clearly stated in the socio-economics chapter of the PEIR and the Scoping Report prior to that, providing an opportunity for stakeholders and the public to provide comments as part of the formal section 42 pre-application consultation process.

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>consider its contents and provide comments as part of the formal section 42 pre-application consultation process. (FM)</p> <p>The Welsh Government asks National Grid to take full consideration of this and conduct a Welsh Language Impact Assessment, noting that in-migration is one of the reasons for a reduction in the number of Welsh speakers in the region. (O)</p>		<p>The WLIA has been undertaken for National Grid by a North Wales based consultancy specialising in undertaking such assessments. Preparation of the WLIA was undertaken in parallel to the ES when the design was at a mature stage, drawing on detailed information such as the size, duration and make-up of the estimated workforce and associated likely significant socio-economic effects.</p> <p>The scope and approach of the WLIA was aligned with the relevant national and local guidance and discussed and agreed with IACC and Gwynedd Council through topic specific meetings to which Welsh Government were also invited. A draft WLIA was issued to IACC, Gwynedd Council and Welsh Government for comment ahead of submission.</p> <p>The WLIA is provided in Document 5.26, which considers the potential for in-migration as a result of the Project and associated effects and mitigation measures.</p>
	Mitigation measures – Welsh language	<p>Among the listed suggestions are:</p> <ul style="list-style-type: none"> • affordable housing for local needs; • employment of local workforce; • provision of bilingual signs within and outside the establishment; • support and funding for language induction and staff language lessons; • support and funding for cultural and language initiatives; and 	No	<p>The WLIA (Document 5.26) contains an assessment of the potential effects of the Project on the Welsh language, and associated mitigation measures to address those effects where appropriate.</p> <p>The scope and approach of the WLIA was aligned with the relevant national and local guidance and discussed and agreed with IACC and Gwynedd Council through topic specific meetings to which Welsh Government were also invited. A draft WLIA was issued to IACC, Gwynedd Council and Welsh Government for comment ahead of submission.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<ul style="list-style-type: none"> support for the provision of school places in Welsh medium schools. (O) 		<p>The construction period for the Project is anticipated to be six years with an estimated peak workforce in the region of 450 people. Construction of the overhead line, underground cables and tunnelling would involve specialist contractors, which are unlikely to be available locally.</p> <p>National Grid has and continues to work with IACC, Gwynedd Council and Welsh Government in relation to opportunities for local employment and the local supply chain as a result of the Project.</p> <p>Due to the short duration of the construction periods for each element of the Project, it is National Grid's experience that construction workers are very unlikely to relocate themselves or their families to deliver a contract. As such, the use of public money to support the provision of school places in Welsh medium schools is not considered appropriate.</p> <p>Once operational, National Grid is likely to require an additional member of staff in North Wales, who will live and work in the area. Many of the existing operational team are Welsh speaking.</p> <p>As the likely effect of the Project on accommodation is related to the construction period only, as evidenced by the socio-economics chapter of the ES (Document 5.17), it is not considered reasonable to provide affordable housing for local needs.</p> <p>National Grid's approach to mitigation and enhancement is defined as:</p> <ul style="list-style-type: none"> Mitigation by design;

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<ul style="list-style-type: none"> • Control and management measures; • Mitigation measures; and • Enhancement. <p>The design of the Project is explained within the Design Report (Document 7.17); control and management measures are set out in the CEMP (Document 7.4) and considered within the EIA. All mitigation measures set out in the ES are also provided in the Schedule of Mitigation (Document 5.28).</p> <p>The Construction Environmental Management Plan contains a section on Code of Conduct. It specifies that the contractor will be a member of the Considerate Constructors Scheme and will adhere to a Code of Conduct. The Code of Conduct will include sections on respecting the environment, respecting communities and respecting Welsh Language and Welsh Culture. Information will be provided to workers on language awareness, local linguistic and cultural context and how to demonstrate linguistic courtesy and cultural sensitivity. Site inductions and toolbox talks, will include information about Welsh language words and phrases, and information on resources for learning Welsh.</p> <p>Enhancement opportunities including the use of local workforce are set out in the Enhancement Strategy (Document 7.13), which has been submitted as part of the DCO application.</p>

Wylfa substation and the overhead line on Anglesey

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
Section A				
<i>Environment</i>	Impact on cultural heritage	The Welsh Government notes that grade II registered garden at Cestyll would be impacted by the scheme.(O)	No	<p>It is not accepted that Cestyll Registered Park and Garden will be affected by the North Wales Connection Project. The proposed overhead line will extend to within approximately 800m of Cestyll at the point where it meets the existing Wylfa Substation. However, the Wylfa Newydd project will occupy the intervening space. Cestyll is a coastal garden and the identified 'significant views' are to the north, and not toward the proposed route of the overhead line.</p> <p>The list of assets included in the assessment of effects on the setting of heritage assets was agreed with Gwynedd Archaeological Planning Service, on behalf of IACC.</p>
The tunnel underneath the Menai Strait and related equipment				
All parts				
<i>Alternative approaches</i>	Third crossing at Menai Bridge	<p>The Welsh Government asks National Grid to include two options for crossing the Menai Strait in the DCO examination – tunnel and bridge, adding that a progress has been made on delivering a new bridge and a preferred solution would be recommended by May 2018. (FM)</p> <p>They add that a third bridge would not only reduce the number of HGV movements by a third but would also provide better capacity and access in bad weather.</p>	No	<p>National Grid has worked, and continues to work, closely with Welsh Government on their plans for a third crossing at the Menai Strait. Welsh Government officials are keen to understand if it's possible for a bridge to carry the new electrical connection needed for Wylfa Newydd. As part of this, Welsh Government has commissioned National Grid to undertake a feasibility study into potential options to use the bridge.</p> <p>There are a lot of things to consider before National Grid and Welsh Government will be able to understand if putting cables of the size required for the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>new electrical connection on a new bridge is possible. To our knowledge, there are no high voltage transmission cables on a bridge anywhere in the world. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out.</p> <p>In addition, any proposal for a third Menai crossing put forward by Welsh Government needs to be consented and funded before it can go ahead.</p> <p>At the same time, it's vital that National Grid is able to deliver a connection for Horizon in the mid-2020s, when it is expected that Wylfa Newydd would start generating. This is why National Grid is continuing with the plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.</p>
<i>Environment</i>	Other impacts	In the context of HGV movements associated with construction of the tunnel, the Welsh Government raises concerns that it is not clear in the consultation documents where the waste arisings from the tunnel are going to be taken for disposal or recycling. They go on to state that they are keen to explore potential opportunities for recycling the aggregate on regeneration schemes being developed in the region should the tunnel option be constructed. (FM)	No	<p>Consideration of the number of HGV movements associated with the construction of the tunnel was included in the PEIR. Consideration was given to two options based on the main tunnel drive being launched from either the Anglesey or Gwynedd side of the Menai Strait.</p> <p>In order to avoid underestimating potential effects from transporting the tunnel arisings, and the end destination options for this material, the PEIR made the assumption that HGVs would use the A55 Britannia Bridge from either launch site.</p> <p>An Outline Waste Management Plan (OWMP) (Document 7.11) has been produced; this considers potential destinations for arisings and has been the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>subject of discussions at meetings with the North Wales Minerals and Waste Planning Service, IACC, Gwynedd Council and NRW, as well as Horizon Nuclear Power.</p> <p>The waste hierarchy is central to informing decisions on waste management options, to ensure that wastes are managed in a sustainable way.</p> <p>In addition to the OWMP, an Outline Materials Management Plan (OMMP) has been produced as part of the DCO application (Document 7.12) which will ensure that materials and arisings generated by the construction works would not be classified as a waste for disposal where possible.</p> <p>For example, tunnel arisings will be treated and sorted at the tunnel head compound prior to leaving site for recycling and re-use where possible. Materials used in haul road and pad construction will be excavated on completion and recycled for future use where possible.</p> <p>Within the OWMP, potential facilities and sites have been identified on Anglesey and in North Wales for the recovery, recycling and disposal of tunnel spoil. These sites include existing quarries and landfills with permits for recycling material.</p> <p>National Grid will work with the North Wales Minerals and Waste Planning Service, NRW, Welsh Government, IACC and Gwynedd Council to explore opportunities for recycling aggregate as the Project progresses and as and when any new options arise.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	Impact on cultural heritage	<p>The Welsh Government notes that the section of the proposed development in Gwynedd is entirely inside the Registered Dinorwig Landscape of Outstanding Historic interest.</p> <p>They ask the potential impact on the historic environment to be fully assessed using the Assessment of the Significance of Impacts of Development on Historic Landscapes (ASODOHL) methodology. (O)</p>	No	An ASIDOHL has been completed (Document 5.10.2.3), the results of which have been included within Chapter 10 of the ES, Historic Environment (Document 5.10).
	Mitigation measures – cultural heritage	The Welsh Government notes that the proposed undergrounding in Menai Strait would reduce the impact on the registered parks either side of the Strait. To further mitigate the visual impact of the tunnel head house and compounds, the Welsh Government requests that the new planting not to be incongruous with the landscape. (O)	No	<p>Woodlands and hedgerows are characteristic of the local historic landscapes within which both of the tunnel head houses and sealing end compounds are proposed. This is reflected in the LANDMAP historic landscape aspect area description for the respective areas (South Anglesey Parkland and Northern Arfon Plateau), which refer to the presence of woodland, hedgerows with trees and hedgebanks.</p> <p>The embedded mitigation incorporated into the Project has been designed to reduce visual effects of the infrastructure and to ensure that new planting is consistent with existing tree and hedgerow cover, in terms of extent and species. The form of planting around the Braint compound has also been designed to reflect the current planting across the wider parkland estate.</p> <p>Further details can be found in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively), and illustrated in Documents 5.7.1.12 to 5.7.1.16.</p>

Table 8.3: The Health and Safety Executive

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Route Option Alignment				
<i>Health and Safety</i>	Safety (terrorism, accidents)	<p>The Health and Safety Executive notes that the proposed development would pass over Major Accident Hazard Pipeline(s) but does not fall within the consultation distances of any Major Hazard Installations and in its current form the project does not meet the criteria that would require an Advise Against response. They add that Hazardous Substances Consent may be required depending on circumstances, and note that there are no licensed explosive sites in the vicinity of the project.</p> <p>The Health and Safety Executive reserves the right to revise its advice.</p>	No	<p>This response is noted and, where required, Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 would be obtained.</p> <p>In addition the following measures are included within the Construction Environmental Management Plan (Document 7.4):</p> <ul style="list-style-type: none"> • Chemicals to be stored in accordance with the Control of Substances Hazardous to Health (COSHH) Regulations i.e. in a secure COSHH Store including an impermeable storage area with secondary containment for spill management. • Appropriate site investigation and materials testing will be undertaken by specialist consultants prior to construction commencing to identify any 'hazardous waste' as defined in The Hazardous Waste (England and Wales) Regulations 2005 as amended and The List of Waste Regulations 2005 as amended so that it can be appropriately managed and disposed of. • Provision will be made for the correct storage and disposal of Hazardous Wastes as defined by and in accordance with the Hazardous Waste (England and Wales) Regulations 2005 and

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				amendments. The site will be registered as a producer of hazardous waste prior to any transfer of hazardous waste from site and a Hazardous Waste Consignment Note will accompany every transfer. In accordance with the Waste Acceptance Criteria (WAC) hazardous waste may need to be treated, and then tested, before disposal.

Table 8.4: Public Health Wales

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Route Option Alignment				
<i>Environment</i>	Further details/ assessment required	<p>Public Health Wales is overall satisfied with the assessment of the impacts presented in the PEIR. They support the need to carry out assessments of local air pollution at sensitive receptors alongside key construction routes, and the analysis of how cumulative impacts with other developments will impact traffic on shared routes.</p> <p>However, they ask for the air pollution model to be extended to include the impact on health from additional queuing traffic at Britannia Bridge and other congested</p>	No	<p>National Grid notes that Public Health Wales is overall satisfied with the assessment of the effects presented in the PEIR.</p> <p>The assessment of air quality effects from vehicle emissions presented in the air quality chapter of the ES (Document 5.14) has considered sensitive locations where there is the potential for a significant effect to occur, in line with current Environmental Protection UK (EPUK) and Institute of Air Quality management (IAQM) guidance. This includes the agreement of locations for monitoring equipment with IACC and Gwynedd Council, which includes sites</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		hotspots along the A55. They note that this is especially pertinent when considering the cumulative effects of Wylfa Newydd, and the A55 Junction 15 and 16 improvement projects.		<p>adjacent to the A55 on Anglesey and in Gwynedd.</p> <p>The traffic data used in the assessment of air quality effects assumes a set proportion of Project-related HGV movements will use the A55 to access and leave the site area. The air quality assessment therefore quantifies air quality effects at locations adjacent to the A55 at and on the approaches to the Britannia Bridge, at and to the east of junction 9, east of junction 10, east of junction 11 and east of junction 15 at Llanfairfechan (Conwy).</p> <p>The assessment also includes the consideration of cumulative traffic flows associated with Wylfa Newydd development, at locations adjacent to the A55 and A5025. The detailed assessment is contained in the air quality chapter of the ES (Document 5.14).</p>
<i>Socio-economic impact</i>	Further details/ assessment required	Public Health Wales notes that as the construction stages for the North Wales and Wylfa Newydd projects are likely to coincide, there will be a considerable number of external workers in the area. They ask for comprehensive consideration of the impacts of this, including impacts on sex workers, looked after children and those vulnerable to sexual exploitation and/or modern slavery.	No	<p>National Grid expects a high standard of ethical behaviour from its own staff and external contractors. National Grid requires all contractors to provide and abide by an appropriate code of conduct.</p> <p>Potential effects such as those mentioned were discussed at the well-being workshop organised by IACC and facilitated and written up by the Wales Health Impact Assessment Support Unit (WHIASU).</p> <p>Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (Document 5.27).</p> <p>The cumulative assessment contained within the ES (Document 5.20) considers the effects of the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				construction workforce in conjunction with other major projects in the area including Wylfa Newydd.
	Mitigation measures/ suggestions	To reduce the potential impact on local communities, they suggest that the Wylfa Newydd accommodation portal is used by National Grid as well.	No	National Grid has, and will continue to liaise closely with Horizon Nuclear Power. These discussions have been wide ranging and have included the potential use of Horizon's proposed Worker Accommodation Management Service (previously called the Construction Worker Accommodation Management Portal). National Grid and Horizon Nuclear Power will continue to keep this matter under review during Examination of the Projects.

Table 8.5: Public Health England

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Route Option Alignment				
<i>Health and Safety</i>	EMF Impact	Public Health England confirms that current evidence does not suggest that there is a health risk from exposure to EMFs below the guideline levels. They however ask for precautionary measures to address the possible association with childhood leukaemia, specifying that the measures should be proportionate, have a convincing evidence base, and be effective in providing	No	Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach. Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>reassurance to the public.</p> <p>Public Health England notes that National Grid will publish a separate document on EMFs and asks for this to be available alongside the DCO application.</p>		<p>knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.</p> <p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (Document 5.25) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines. This report can be found in Volume 5 of the DCO application,.</p> <p>In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that <i>"...Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern."</i></p> <p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	Further assessment/ details required	<p>Public Health England confirms that they are satisfied with the approach being taken (including further assessments) in preparing the Environmental Impact Assessment (EIA) and resulting Environmental Statement (ES).</p> <p>Public Health England lists a number of recommendations they would like to be considered in the EIA:</p> <ul style="list-style-type: none"> • Assess emissions to air and water for the development, operational and decommissioning phases. • Recommendations about how to comprehensively assess potential impact of emissions to air and on water quality. • Consider developing a Construction Environmental Management Plan (CEMP) and Decommissioning Environmental Management Plan (DEMP). • Explore alternatives (sites, phases) so the environmental merits can be compared. • Identify off-site human receptors and assess the impacts on them; consideration should also be given to environmental receptors such as surrounding land, watercourses, surface and groundwater, and 		<p>National Grid notes that Public Health England is overall satisfied with the approach to the EIA and preparation of the ES.</p> <p>Air Quality and Emissions</p> <p>The assessment of air quality effects (Document 5.14) considers emissions associated with construction phase dust and vehicle movements, and emissions from the construction phase emergency generators associated with the tunnelling works. The assessment also considers effects during operation and decommissioning, although these were screened out using appropriate criteria in accordance with current guidance.</p> <p>Water Quality and Emissions</p> <p>The assessment of effects of the Project on water quality is covered in Chapter 11 of the ES, Geology, Hydrogeology and Ground Conditions and Chapter 12 of the ES, Water Quality, Resources and Flood Risk (Documents 5.11 and 5.12 respectively). These chapters include consideration of construction, operational and decommissioning effects.</p> <p>Construction Environmental Management Plan (CEMP) and Decommissioning Environmental Management Plan (DEMP)</p> <p>National Grid has produced a CEMP to support the DCO application (Document 7.4). The works during decommissioning would be similar to those undertaken during construction therefore a separate DEMP has not been produced.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>drinking water supplies.</p> <ul style="list-style-type: none"> • Provide details and assess impacts of any hazardous contamination present on site. • Demonstrate compliance with the waste hierarchy. • Assess in the EIA all potential hazards, their risk and contingency actions that will be employed in the event of an accident. • Include community anxiety as part of a risk assessment as in some cases perception of risk may have a greater impact on health than the hazard itself. • Public Health England also references regulations and best practice guidance that National Grid needs to take on board, together with other stakeholders that should be contacted. 		<p>Alternative sites and phases</p> <p>The environment has been considered at all stages of the development of the Project, with alternative options considered as part of the Project design and EIA processes. These are detailed in Chapter 2 of the ES (Document 5.2).</p> <p>Identification of receptors</p> <p>Relevant receptors, on- and off-site, human and environmental, have been identified and assessed within each topic included with the ES (contained in Volume 5, Documents 5.1 to 5.21). These include surrounding land, watercourses, surface and groundwater, and drinking water supplies.</p> <p>Site contamination</p> <p>The presence of hazardous contamination has been identified through desk study and investigation work and has been taken in to account in the evolution of the Project. An assessment of potential contamination is provided in ES Chapter 11: Geology, hydrogeology and ground conditions (Document 5.11).</p> <p>Waste</p> <p>An Outline Waste Management Plan (OWMP) (Document 7.11) has been produced.</p> <p>The waste hierarchy is central to informing decisions on waste management options, to ensure that wastes are managed in a sustainable way.</p> <p>In addition to the OWMP, an Outline Materials Management Plan (OMMP) has been produced as part of the DCO application (Document 7.12) which</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>will ensure that materials and arisings generated by the construction works would not be classified as a waste for disposal where possible.</p> <p>For example, tunnel arisings will be treated and sorted at the tunnel head compound prior to leaving site for recycling and re-use where possible. Materials used in haul road and pad construction will be excavated on completion and recycled for future use where possible.</p> <p>Potential hazards</p> <p>National Grid has produced a CEMP as part of the DCO application (Document 7.4). The CEMP contains details of site inspections that will ensure that construction compounds and working areas will be inspected and maintained regularly to reduce the risk of accidents or incidents occurring. In addition, the CEMP includes incident procedures and an incident response plan which would ensure that in the unlikely event that an accident or incident occurring, this would be dealt with appropriately.</p> <p>The mitigation measures set out in the CEMP have been taken into to account as relevant in the EIA, as set out in Chapters 7 to 21 (Document 5.7 to 5.21).</p> <p>Community Anxiety</p> <p>National Grid recognises that a number of local residents and stakeholders may have concerns about living close to an overhead line, and that this might cause some stress and anxiety.</p> <p>Potential effects on communities and residents have been reduced through careful routeing and design.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>National Grid has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.</p> <p>National Grid’s team has engaged with landowners and tenants during the development of the Project, via correspondence, phone calls and meetings. This has enabled concerns to be raised and discussed at an early opportunity, and provided a regular point of contact to respond to queries and concerns.</p> <p>National Grid has urged anyone with concerns to get in touch through the North Wales Connection Project Freephone number, address or email throughout the development of the Project:</p> <p style="text-align: center;">0800 990 3567</p> <p style="text-align: center;">Freepost National Grid NW Connection</p> <p style="text-align: center;">nationalgrid@northwalesconnection.com</p> <p>To reduce concerns relating to electric and magnetic fields (EMFs), National Grid are committed to following independent guidance set by Government to protect members of the public against EMFs.</p> <p>National Grid adopts a very open position on EMFs and operates an information website and helpline to offer advice and answer questions on EMF. National Grid believes complete openness with information is one key way to help reduce stress.</p> <p>The issues of stress and anxiety were discussed at the well-being workshop facilitated by Wales Health</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Impact Assessment Support Unit (WHIASU), the report from which fed into National Grid's Well-being Report (Document 5.27).</p> <p>Regulations and Guidance</p> <p>The regulations and best practice referenced by Public Health England have been considered where appropriate, and the stakeholders mentioned contacted where necessary. This is detailed in the relevant chapter of the ES (Volume 5 of the DCO application, Documents 5.1 to 5.21).</p>

Table 8.6: Welsh Ambulance Service NHS Trust (WAST)

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Route Option Alignment				
<i>Health and Safety</i>	Impact on capacity	<p>WAST notes that the project could impact on its resources due to the increased number of temporary workers and HGV vehicles. The latter could delay ambulances and create the potential for increased road traffic collisions.</p> <p>WAST notes that in the past access arrangements and health and safety have been an issue with large construction sites, and would like to work with National Grid to</p>	No	<p>National Grid welcomes the detailed response provided by the Welsh Ambulance Service NHS Trust (WAST), together with the subsequent meetings and further correspondence had.</p> <p>The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		avoid this.		<p>Transport Assessment report (Document 5.13.2.1).</p> <p>The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.</p> <p>Emergency contacts and procedures will be agreed with the emergency services and a site visit will be conducted with the North Wales Fire and Rescue Service, Welsh Ambulance Service NHS Trust and North Wales Police prior to construction of the main construction compounds to enable the emergency services to understand the site layouts and to inform their procedures for dealing for an emergency if one should occur.</p> <p>National Grid will also provide contact details to the emergency services for the National Operations Centre as well as a local point of contact for the operational phase of the development.</p> <p>National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.</p>
	Further assessment/ details required	WAST would like to know how many temporary workers would be residing in North Wales. They also ask how about National Grid's emergency preparedness and specialist care provision, including rescue capabilities when using specialised equipment, so they understand the level of risk involved during construction and	No	<p>Temporary workers</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of the effects of temporary workers residing in North Wales as a result of the Project. The number of construction workers is expected to be in the region of 450 at its peak, with an average of around 220 over the duration of</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>operation. They request that Air Ambulance landing sites close to the sealing end compounds are considered.</p>		<p>construction.</p> <p>Once operational, National Grid is likely to require an additional member of staff in the North Wales area.</p> <p>Emergency preparedness and specialist care provision</p> <p>National Grid welcomes ongoing discussions with WAST and will continue to work together as the detailed design of the shafts and tunnel for the connection is developed to establish the appropriate emergency procedures, including those related to potential Air Ambulance landing sites.</p> <p>All infrastructure will be designed, built and operated to ensure legislative and health and safety compliance.</p> <p>Emergency contacts and procedures will be agreed with the emergency services and a site visit will be conducted with the North Wales Fire and Rescue Service, Welsh Ambulance Service NHS Trust and North Wales Police prior to construction of the main construction compounds to enable the emergency services to understand the site layouts and to inform their procedures for dealing for an emergency if one should occur.</p> <p>National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on consistency of supply and safety. National Grid follows all relevant guidelines to make sure its connections are robust, and follows a stringent process to meet security standards when designing new connections.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Maintenance teams regularly monitor the condition of equipment so that it can be safely replaced if worn or damaged. In the rare event of conductor failure, the system is designed to sense the failure and switch off the circuit's electricity.</p> <p>National Grid is developing a Fire Safety Engineering Solution report for the Project, which will be discussed with and reviewed by the relevant stakeholders including WAST. The tunnel contractor will also be required to produce an Emergency Response Plan, in liaison with the emergency services.</p>
	Mitigation measures/ suggestions	<p>WAST urges National Grid to ensure:</p> <ul style="list-style-type: none"> • easy access for ambulances and air ambulances to site; • workers are educated on the range of health services provided and which pathways they should use; • the workers' accommodation can be accessed for emergency response; and • reduction in work traffic on the island and keeping bridges clear; to facilitate this they suggest that the removal of soil from tunnelling should take place at the Gwynedd site. 	No	<p>Site access for emergency services</p> <p>The Transport Assessment (TA) report (Document 5.13.2.1) and Outline Construction Traffic Management Plan (CTMP) (Document 7.5) include information on emergency access to the Project during construction and operation. Both the TA and Outline CTMP have been produced with input from IACC, Gwynedd Council and the emergency services.</p> <p>Emergency contacts and procedures will be agreed with the emergency services and a site visit will be conducted with the North Wales Fire and Rescue Service, Welsh Ambulance Service NHS Trust and North Wales Police prior to construction of the main construction compounds to enable the emergency services to understand the site layouts and to inform their procedures for dealing for an emergency if one should occur.</p> <p>National Grid will also provide contact details to the emergency services for the National Operations</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Centre as well as a local point of contact for the operational phase of the development.</p> <p>National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.</p> <p>Health and safety during construction</p> <p>The number of construction workers is expected to be in the region of 450 at its peak, with an average of around 220 over the duration of construction. The construction period for the Project is anticipated to be six years and will involve mainly specialist overhead line and tunnelling contractors. National Grid's experience is that these contractors are transient and therefore will seek non-emergency medical treatment at home.</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of the effects of temporary workers residing in North Wales as a result of the Project.</p> <p>Workers accommodation</p> <p>National Grid is not proposing to provide any workers accommodation as part of the Project as assessments undertaken (Document 5.17) have established that there will be sufficient accommodation within existing stock. National Grid would not be responsible for regulating accommodation.</p> <p>However, National Grid would work with the chosen contractors to ensure that information on the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>accommodation used by their workers is recorded.</p> <p>National Grid has also discussed the potential use of Horizon's proposed Worker Accommodation Management Service (previously called the Construction Worker Accommodation Management Portal). National Grid and Horizon Nuclear Power will continue to keep this matter under review during Examination of the Projects.</p> <p>Construction traffic</p> <p>The proposed construction traffic routes and appropriate mitigation and management measures are documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and Transport Assessment report (Document 5.13.2.1).</p> <p>The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.</p> <p>Tunnelling direction</p> <p>National Grid notes the comments from WAST and other stakeholders on tunnelling direction but considers it appropriate maintain flexibility in terms of tunnelling direction and method, as set out in the Environmental Statement (Volume 5 of the DCO application, Documents 5.1 to 5.21). However on the basis of currently known information, National Grid's preference is to use a tunnel boring machine to tunnel</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>from Anglesey towards Gwynedd due to the topography and associated shaft depth. National Grid's current understanding of groundwater in the area has resulted in an engineering preference to tunnel uphill which would allow water within the tunnel to move away from the drilling head.</p> <p>As the Project allows flexibility, the likely significant environmental effects of tunnelling from either direction using a tunnel boring machine, or both directions via drill and blast, are assessed in the Environmental Statement (contained in Volume 5 of the DCO application).</p>

Table 8.7: North Wales Fire and Rescue Service

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation process				
<i>Process</i>	Challenges	The respondent notes that the work required to respond to consultation responses and regulatory submissions would be beyond their existing resources, explaining the background to financial cuts.	No	National Grid has a duty under the Planning Act 2008 to consult with prescribed consultees, which includes the North Wales Fire and Rescue Service. The detailed response provided by the North Wales Fire and Rescue Service is welcomed, together with the subsequent meetings and further correspondence.
<i>More</i>	Transport	Requests information on what transport arrangements have been considered in the	No	The Outline Construction Traffic Management Plan (Document 7.5) includes a traffic incident

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>information</i>		event that the A55 or specific sections of the strategic road network or local road network is closed for a period of time, including the use of alternative routes, and how these will be policed / managed. They suggest that engagement and education activities are required.		<p>management plan, which considers events such as the A55 or specific sections of the strategic road network or local road network being closed or unavailable for a period of time. This includes management of construction and vehicular activity in these events.</p> <p>Emergency contacts and procedures will be agreed with the emergency services and National Grid will also provide contact details to the emergency services for the National Operations Centre as well as a local point of contact for the operational phase of the development.</p> <p>National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.</p>
		Requests information on whether fuel requirements, both for this project and for Wylfa Newydd, have been considered in the context that additional demand may impact on availability to the existing community and increase the number of fuel tankers on the road network.	No	<p>Refuelling of the plant used to construct the overhead line will be undertaken on site, using bespoke fuel deliveries. In addition, at the location of both tunnel head houses, fuel will be stored onsite for generators and plant, similarly using fuel delivered direct to site.</p> <p>It is not expected that the additional demand created by haulage vehicles and worker transport would affect the availability of fuel for the existing community or significantly increase the number of fuel tankers on the road network.</p>
Policy Principles				
<i>Need case</i>	Comments on Wylfa	The respondent recognises that this project is closely associated with Wylfa Newydd, and	No	National Grid notes the comment and welcomes the ongoing engagement with the North Wales Fire and

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	Newydd	welcomes the medium and long term opportunities and investment the projects bring.		Rescue Service.
Route Option Alignment				
<i>Health and safety</i>	Further assessment/ details required	Concern that there is no evidence regarding how the spoil removal and heavy goods vehicle (HGV) / medium goods vehicle (MGV) movements would affect road accidents. The North Wales Fire and Rescue Service would welcome the opportunity to comment on any relevant arrangements.	No	<p>The removal of spoil and movements of heavy goods vehicles (HGV) / medium goods vehicles (MGV) are considered in the traffic and transport chapter of the ES (Document 5.13), supported by a Transport Assessment report (Document 5.13.2.1) and Outline Construction Traffic Management Plan (Document 7.5). These documents consider the likely significant effects of the Project on road safety.</p> <p>The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.</p> <p>Emergency contacts and procedures will be agreed with the emergency services and National Grid will also provide contact details to the emergency services for the National Operations Centre as well as a local point of contact for the operational phase of the development.</p> <p>National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.</p>
	Impact on emergency services	The North Wales Fire and Rescue Service has concerns that this project combined with Wylfa Newydd may impact their operational response	No	The construction period for the Project is anticipated to be six years and will involve mainly specialist overhead line and tunnelling contractors. National

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	(capacity)	across the whole of North Wales by putting additional pressures on a system already facing resource limitations and funding cuts. The respondent notes that recruitment and retention of personnel currently present challenges and the employment opportunities, including cumulative inter-project opportunities, will exacerbate this. They suggest that work would be required in regards to operational planning and preparation to ensure that services respond effectively.		<p>Grid's experience is that these contractors are transient and do not draw on the local workforce. Temporary local contracts are likely for elements of the Project such as haulage and fencing.</p> <p>Once operational, National Grid is likely to require an additional member of staff in the North Wales area.</p> <p>It is considered unlikely that the recruitment and retention of personnel at the North Wales Fire and Rescue Service will be affected by the nature (and in the case of the construction period, the duration) of the contracts associated with the Project.</p> <p>National Grid will continue to work with the North Wales Fire and Rescue Service as the Project progresses with regards to operational planning and preparation to ensure that services respond effectively.</p>
	Impact on emergency services (response time)	They are also concerned that an increase in traffic and potential effects on mobile telecommunications may impact on response times (affecting the ability of crew members to get to the stations and then also to respond to incidents) and the ability of the public to call the emergency services. The respondent notes that significant pre-planning would be required to mitigate this.	No	<p>Concerns regarding increased traffic</p> <p>The Transport Assessment (Document 5.13.2.1) and the traffic and transport chapter of the ES (Document 5.13) document the expected increase in traffic as a result of the Project and the associated effects. The Transport Assessment and Outline Construction Traffic Management Plan (Document 7.5) include information on emergency access to the scheme.</p> <p>The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.</p> <p>Emergency contacts and procedures will be agreed</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>with the emergency services and National Grid will also provide contact details to the emergency services for the National Operations Centre as well as a local point of contact for the operational phase of the development.</p> <p>National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.</p> <p>Concerns regarding potential effects on mobile telecommunications</p> <p>National Grid's overhead lines are designed to ensure that they do not interfere with FM radio, DAB, mobile phone, satellite/analogue/digital television channels or WiFi under normal operation. If it is reported that National Grid equipment is thought to be causing interference with other electrical equipment, National Grid will investigate and advise. In the unlikely event that National Grid equipment is demonstrated to be the cause of interference, remedial actions will be taken.</p>
	Mitigation measures/ suggestions	<p>NWFRS broadly agrees that a Construction Traffic Management Plan (CTMP) is required and that HGV use on minor roads is kept to a minimum through the use of a temporary access road through the majority of the site.</p> <p>North Wales Fire and Rescue Service goes on to make various mitigation suggestions, including:</p> <ul style="list-style-type: none"> • develop Transport Assessment and 	Yes	National Grid has completed a Transport Assessment and Outline Construction Traffic Management Plan (CTMP), contained in Documents 5.13.2.1 and 7.5 in support of the traffic and transport chapter of the ES (Document 5.13). These documents consider the likely significant traffic effects and appropriate mitigation measures for the Project, the study area for which has been agreed with IACC, Gwynedd Council and Welsh Government.

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>Construction Traffic Management Plan that considers traffic in a wider context, given that some of the traffic would originate outside of Anglesey;</p> <ul style="list-style-type: none"> • use temporary access road and alternative access routes to keep HGVs away from minor roads; • consideration of alternative routes to a number of specific roads; • risk analysis conducted by the North Wales Fire and Rescue Service to identify where to relocate resources, such as specialist equipment carried on Technical Rescue Units required for road traffic collisions involving HGVs, MGVs and LGVs; and • touring caravans used by workers should be registered via Horizon's proposed Construction Worker Accommodation Management Portal to enable communication of safety advice and mapping of demand increase. 		<p>Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads.</p> <p>Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.</p> <p>The ES and the Transport Assessment consider the potential for increased road traffic collisions.</p> <p>Emergency contacts and procedures will be agreed with the emergency services and a site visit will be conducted with the North Wales Fire and Rescue Service, Welsh Ambulance Service NHS Trust and North Wales Police prior to construction of the main construction compounds to enable the emergency services to understand the site layouts and to inform their procedures for dealing for an emergency if one should occur.</p> <p>National Grid will also provide contact details to the emergency services for the National Operations Centre as well as a local point of contact for the operational phase of the development.</p> <p>National Grid will continue to work with North Wales Fire and Rescue Service, including the provision of information to assist with the allocation of appropriate</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				resources and specialist equipment. National Grid has discussed the use Horizon's proposed Worker Accommodation Management Service (previously called the Construction Worker Accommodation Management Portal). National Grid and Horizon Nuclear Power will continue to keep this matter under review during Examination of the Projects.
<i>Socio-economic impacts</i>	Other socio-economic impact	There is a concern that unscrupulous landlords might take advantage of construction workers and the respondent would like to know how this will be addressed.	No	Experience on similar projects suggests that the specialist workforce is highly mobile and is accustomed to relocating for work. This group is not considered to be vulnerable in this regard.
	Mitigation measures/ suggestions	To reduce the potential impact on local communities, they suggest that the Wylfa Newydd accommodation portal is used by National Grid as well.	No	National Grid has, and will continue to liaise closely with Horizon Nuclear Power. These discussions have been wide ranging and have included the potential use of Horizon's proposed Worker Accommodation Management Service (previously called the Construction Worker Accommodation Management Portal). National Grid and Horizon Nuclear Power will continue to keep this matter under review during Examination of the Projects.
<i>Transport</i>	Impact on road network	North Wales Fire and Rescue Service notes that there would be an impact on the A55 given cumulative effects with Wylfa Newydd, suggesting that this has not been considered. They go on to note that the vehicular movements associated with the whole development (and in combination with Wylfa Newydd) will have an impact on road safety and therefore on the emergency services,	No	Likely significant cumulative effects arising from the North Wales Connection Project in combination with other developments in North Wales, including Wylfa Newydd, are considered in the traffic and transport chapter of the ES (Document 5.13) and the Transport Assessment (Document 5.13.2.1), including effects on the A55. The ES and the Transport Assessment consider the

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		other road users and the wider community.		<p>potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.</p> <p>The Outline Construction Traffic Management Plan (Document 7.5) includes measures to raise awareness of construction activities in advance of commencement for the benefit of other road users and the wider community.</p> <p>National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.</p>
		The respondent is concerned that there is no indication of the potential shift patterns, which would enable assessment of possible weekend effects such as construction staff returning home to their families for weekends.	No	<p>The Construction Environmental Management Plan (CEMP) (Document 7.4) outlines the working hours for construction of the scheme, including potential shift patterns.</p> <p>The Transport Assessment report (Document 5.13.2.1) considers worker numbers and shift patterns in the assessment of likely significant traffic and transport effects of the Project.</p>
The tunnel underneath the Menai Strait and related equipment				
Tunnel construction				
<i>Health and Safety</i>	Mitigation measures/ suggestions	They note that construction and operation of service shafts and tunnels introduce new risks and demand new skills for incident response which would require on-going training and additional equipment.	No	National Grid welcomes ongoing discussions with the North Wales Fire and Rescue Service and will continue to work together as the detailed design of the shafts and tunnel for the connection is developed to establish the appropriate emergency procedures.

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>The North Wales Fire and Rescue Service suggest that robust response plans will need to be in place for dealing with any incidents, and urge dialogue with the emergency services to identify risks, the potential for emergency incidents and arrangements to reduce or mitigate them.</p>		<p>All infrastructure will be designed, built and operated to ensure legislative and health and safety compliance.</p> <p>National Grid is developing a Fire Safety Engineering Solution report for the Project, which will be discussed with and reviewed by the relevant stakeholders including the North Wales Fire and Rescue Service. The tunnel contractor will also be required to produce an Emergency Response Plan, in liaison with the emergency services.</p>
<i>Transport</i>	Mitigation measures/ suggestions	To reduce the number of HGV movements, they suggest soil is transported by rail.	No	<p>The nature of overhead line construction can involve numerous concurrent work locations which construction workers, equipment and materials have to reach. It is therefore not feasible to use the railway to transport workers and/or goods for the overhead line.</p> <p>The potential to use the railway to transport spoil from the tunnel and to bring in concrete lining segments has also been considered. There are no existing sidings or rail loading facilities in close proximity to either tunnel head house sites or substation locations. The amount of material being generated from the tunnel or substation works would make the construction of such a siding or rail loading facility for this purpose unviable. Furthermore, the construction of a siding would require a significant amount of materials and therefore HGV movements in itself. In any case, the use of any other sidings in the region would not reduce the amount of HGV movements generated, as the tunnel spoil would need to be transported to these facilities by road and any materials would need to be transported from these facilities to the construction sites by road.</p>

Table 8.8: North Wales Police

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Process</i>	Comments	The North Wales Police consider that overall the proposed scope of the assessment in the areas related to the organisation is appropriate, noting that there are some areas for wider consideration (detailed below).	No	Comment noted. National Grid welcomes the detailed response provided by the North Wales Police, together with the subsequent meetings and further correspondence.
		The North Wales Police notes that the consultation process could put pressure on their resources not only because of the DCO process (and the need to respond) but also by creating the possibility for local tensions and protests.	No	National Grid worked closely with the North Wales Police in advance of all public consultation events to ensure that safety and security requirements for both National Grid staff and the public at each location were considered. The North Wales Police kept a watching brief on events and protests, which were all successfully managed with no safety or security incidents.
<i>Request</i>	To be further involved	They state their desire for a continuous dialogue with National Grid, especially on the implementation of a Performance Planning Agreement.	No	National Grid has a duty under the Planning Act 2008 to consult with prescribed consultees, which includes the North Wales Police. The detailed response provided by the North Wales Police is welcomed, together with the subsequent meetings and further correspondence, including discussions regarding a potential funding agreement.
Route Option Alignment				

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>Cumulative impact</i>	Other developments	Given the anticipated cumulative impact with other developments in North Wales, the respondent asks for a joined-up approach, particularly with Horizon Nuclear Power and especially regarding construction traffic management.	No	<p>Likely significant cumulative effects arising from the North Wales Connection Project in combination with other developments in North Wales, including Wylfa Newydd, are considered in the traffic and transport chapter of the ES (Document 5.13) and the Transport Assessment (Document 5.13.2.1).</p> <p>National Grid has, and will continue to liaise closely with Horizon Nuclear Power. The Outline Construction Traffic Management Plan (Document 7.5) has been produced based on information provided by Horizon Nuclear Power in relation to Wylfa Newydd, and by working alongside the highways officers at IACC involved in both developments.</p>
<i>Transport</i>	Impact on road network	<p>North Wales Police request that traffic and transport issues to be considered further prior to application. Specific areas they would like to see explored include:</p> <ul style="list-style-type: none"> • integrity of key routes; • staging / stacking areas; • assessment of impacts on roads to the English border; • maintenance of emergency response times; • compliance of road users along routes proposed; • speed control measures 	Yes	<p>The likely significant traffic and transport effects of the Project have been assessed. Detail is set out in the traffic and transport chapter of the ES (Document 5.13), the Transport Assessment (Document 5.13.2.1) and Outline Construction Traffic Management Plan (Document 7.5).</p> <p>The local highway authorities and the emergency services have been consulted on the Outline Construction Traffic Management Plan (CTMP), which has helped to inform the proposed mitigation and management measures it contains.</p> <p>The Outline CTMP includes a traffic incident management plan, which considers events such as the closure or unavailability of key routes. This includes appropriate management of construction and vehicular activity in these events.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<ul style="list-style-type: none"> • effects of residents using alternative routes; and • development of a robust traffic management plan. 		<p>Compliance with the CTMP and other management plans is to be secured by a Requirement imposed on the Development Consent Order.</p> <p>The scope of the Transport Assessment has been agreed with Welsh Government, IACC and Gwynedd Council, including the extent of the trunk road network that has been assessed. This does not extend to the English border as it is considered unlikely effects will be identified outside of the agreed study area.</p> <p>The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.</p> <p>The Project includes speed restriction and traffic calming measures in selected locations. Where the Project requires temporary diversion routes, the effects of these have been assessed in the traffic and transport chapter of the ES and the Transport Assessment.</p> <p>Emergency contacts and procedures will be agreed with the emergency services and a site visit will be conducted with the North Wales Fire and Rescue Service, Welsh Ambulance Service NHS Trust and North Wales Police prior to construction of the main construction compounds to enable the emergency services to understand the site layouts and to inform their procedures for dealing for an emergency if one should occur.</p> <p>National Grid will also provide contact details to the emergency services for the National Operations Centre as well as a local point of contact for the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				operational phase of the development. National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.
<i>Socio-economic impact</i>	Impact on properties / residents	North Wales Police notes that the increased traffic and number of external workers would have a significant impact on residents of North Wales and would increase the demand for policing.	No	<p>The likely significant traffic and transport effects of the Project have been assessed. Detail is set out in the traffic and transport chapter of the ES (Document 5.13), the Transport Assessment (Document 5.13.2.1) and the Outline Construction Traffic Management Plan (Document 7.5).</p> <p>National Grid expects a high standard of ethical behaviour from its own staff and external contractors. National Grid requires all contractors to provide and abide by an appropriate code of conduct.</p> <p>The potential effect of the Project on local residents was discussed at the well-being workshop organised by IACC and facilitated and written up by the Wales Health Impact Assessment Support Unit (WHIASU).</p> <p>Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (Document 5.27).</p> <p>At its peak, the number of temporary construction workers is expected to be in the region of 450 workers, with an average of around 220 workers over the duration of construction. Where similar Projects have been undertaken elsewhere in the UK, there have been no reports of increased demand for</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>policing as a result.</p> <p>National Grid welcomes the ongoing engagement with the North Wales Police in relation to both construction and operational phases of the Project.</p>
	Mitigation measures – impact on residents	To mitigate this, they recommend a Code of Conduct is developed for all involved in the project.	No	National Grid expects a high standard of ethical behaviour from its own staff and external contractors. National Grid requires all contractors to provide and abide by an appropriate code of conduct.
The tunnel underneath the Menai Strait and related equipment				
Tunnel construction				
<i>Engineering, Design and Construction</i>	Mitigation measures/suggestion	To reduce the traffic burden on Britannia Bridge, North Wales Police recommends the tunnel boring to start on the mainland side.	No	<p>National Grid notes the comments from the North Wales Police and other stakeholders on tunnelling direction.</p> <p>National Grid is seeking to maintain flexibility in terms of tunnelling direction and method, as set out in the Environmental Statement (Volume 5 of the DCO application, Documents 5.1 to 5.21). However on the basis of currently known information, National Grid's preference is to use a tunnel boring machine to tunnel from Anglesey towards Gwynedd due to the topography and associated shaft depth. National Grid's current understanding of groundwater in the area has resulted in an engineering preference to tunnel uphill which would allow water within the tunnel to move away from the drilling head.</p> <p>As the Project allows flexibility, the likely significant environmental effects of tunnelling from either direction using a tunnel boring machine, or both</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				directions via drill and blast, are assessed in the Environmental Statement (contained in Volume 5 of the DCO application).

Table 8.9: Beaumaris Town Council

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Route Option Alignment				
<i>Engineering, Design and Construction</i>	Comments on pylon design	<p>Beaumaris Town Council and Llanfihangelceifiog Community Council express their disappointment with the use of large lattice design pylons and state their preference for low profile design to reduce visual impact – e.g. T design.</p> <p>They go on to note that in the context of views from Star, lower pylons would be less likely to break the horizon when looking towards the south and will therefore have less of an impact on the extensive views towards Snowdonia than the taller pylons illustrated.</p>	Yes	<p>National Grid has undertaken a detailed review of all possible pylon types that would achieve the technical requirements of the Project (including the T-ylon design). After careful consideration of the environmental, socio-economic, technical and cost issues associated with each, along with consultation responses, National Grid considers that the use of the standard lattice pylon design represents the most appropriate solution, having regard to the relationship with the existing overhead line. The design proposed is of similar height but overall has a lighter weight design and look thinner than those used on the existing overhead line.</p> <p>Where the use of low height lattice pylons is considered to have benefits from the environmental and socio-economic perspectives, these have been proposed; specifically in the approaches to the two sealing end compounds. This includes the use of</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>three low height pylons in the view south from the village of Star.</p> <p>Considerations in respect of pylon design are detailed further in the Draft Route Alignment Report Wylfa to the Menai Crossing Area (Document 9.5) and in the Design Report (Document 7.17).</p>
Strategic options				
<i>Prefer subsea</i>	Reasons for supporting a subsea connection	<p>The Council states their preference for a subsea connection noting that the option is economically viable, especially considering the current proposals for a £150 million tunnel under Menai Strait. They also question National Grid's calculations noting that similar subsea links across Europe have been completed at a fraction of National Grid's estimated cost.</p> <p>The Council also raises concerns about the resilience of the overhead line, especially as the two lines would be close to each other.</p>	No	<p>Subsea</p> <p>Subsea connection options for Wylfa Newydd present technical and cost challenges.</p> <p>In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.</p> <p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p> <p>Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (Document 7.2).</p> <p>A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.</p> <p>In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>connect the new generation at Wylfa Newydd.</p> <p>Other subsea links</p> <p>The purpose of the subsea connectors that connect the British transmission system with continental Europe differs from that of the North Wales Connection Project. Such international connections link to independently operated transmission systems and not a single power station. As such, the technical requirements differ. More information is set out in the Strategic Options Report (Document 7.2), which also includes information on the cost of alternative strategic options such as subsea.</p> <p>Connection resilience</p> <p>National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on security of supply and safety. These take into account what should happen in the event of an unplanned incident and the loss of a connection to a major generator. In such circumstances, there are safeguards in place to make sure the network can cope. National Grid has teams who do regular scenario planning to make sure the organisation is always prepared for potential unplanned events. By way of assurance, National Grid assesses its network against important performance indicators which have found that the national electricity network is 99.9% reliable.</p> <p>All technology options including subsea and underground connections require some above ground infrastructure (such as substations, sealing end compounds, converter stations). To a certain extent,</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>all National Grid's infrastructure – whether above or below ground – is potentially vulnerable to extreme scenarios. As such, this would not be a strategic reason to choose underground technology rather than overhead. Indeed, in the event of an incident, access for operation, repair and the speed at which this can be achieved is much quicker on overhead, when compared to underground, connections. It's also worth noting that other nuclear power stations in the UK have been connected using two sets of overhead lines for a number of years. For example, Sizewell B nuclear power station in Suffolk has been generating energy since 1995 and is connected with two parallel overhead lines.</p> <p>National Grid is responsible for the safe and reliable operation of the proposed connection and is absolutely committed to this. National Grid follow all relevant guidelines to make sure its connections are robust in the face of any incident, whether intentional or accidental. The organisation follows a stringent process to meet security standards when designing new connections as outlined in the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS). National Grid is confident that the Project is fully compliant with the NETS SQSS.</p>
Wylfa substation and the overhead line on Anglesey				
All parts				
<i>Support and Opposition</i>	Oppose	The Council states their opposition to more pylons across Anglesey citing	No	Effects on tourism

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>(explicit)</i>	overhead line	concerns about the potential impact on tourism.		<p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>
<i>Alternative approaches (routeing, underground)</i>	Prefer undergrounding	The Council's preferred option is subsea or at the very least, an extension of the underground route.	No	<p>National Grid's response to the Council's preference for a subsea connection is provided under the theme '<i>Prefer subsea</i>' above.</p> <p>Underground</p> <p>When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p>
	Alternative routeing suggested	Notwithstanding their overall opposition to overhead lines, the Council comments that a more compact design should have been used to reduce the potential visual impact caused by two lines.	No	<p>National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance within the landscape.</p> <p>National Grid considers that keeping the two lines closely parallel for much of the route reduced the geographical extent of effects from overhead transmission lines. This approach was supported in</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>consultation feedback from the Stage One Consultation, which indicated a preference for keeping the connections parallel. This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey to areas currently unaffected by 400kv overhead line infrastructure.</p> <p>National Grid has undertaken a detailed review of all possible pylon types that would achieve the technical requirements of the Project (including the T-pylon design). After careful consideration of the environmental, socio-economic, technical and cost issues associated with each, along with consultation responses, National Grid considers that the use of the standard lattice pylon design represents the most appropriate solution, having regard to the relationship with the existing overhead line. The proposed design is of similar height but overall has a lighter weight design and look thinner than those used on the existing overhead line.</p> <p>Where the use of low height lattice pylons is considered to have benefits from the environmental and socio-economic perspectives, these have been proposed; specifically in the approaches to the two sealing end compounds. This includes the use of three low height pylons in the view south from the village of Star.</p> <p>Considerations in respect of pylon design are detailed further in the Draft Route Alignment Report Wylfa to the Menai Crossing Area (Document 9.5) and in the Design Report (Document 7.17).</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>Cost</i>	Cost of undergrounding	<p>The Council accepts that undergrounding is more expensive, but they believe that not enough weight has been placed on the potential impact on the tourism industry. They also argue that National Grid's cost assessment is inaccurate, citing a report commissioned by CPRW.</p> <p>The Council adds that the lack of undergrounding is disappointing given that National Grid is putting other connections underground (e.g. Western Link).</p>	No	<p>Potential effect on the tourism industry</p> <p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p> <p>UK-wide independent survey</p> <p>To help understand more about the effect of new connection projects on local businesses, especially those that rely on tourism, National Grid commissioned a UK-wide independent survey: A study into the effect of National Grid major infrastructure projects on socio-economic factors.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>This study found that 93 percent of people felt there had been no negative effect on their business as a result of new infrastructure, and 83 percent of people felt there had been no effect on the local area as a result of new infrastructure. Copies of the report are available on National Grid's website.</p> <p>National Grid's cost assessment</p> <p>The Strategic Options Report published at each stage of consultation provided an overview of the cost information that National Grid uses for strategic appraisals to compare feasible transmission system development options. An updated Strategic Options Report is provided as part of the DCO application (Document 7.2).</p> <p>As part of the consideration of strategic options, National Grid prepares indicative capital cost estimates. These include costs for the transmission equipment and also for the installation of that equipment. For any new transmission circuits required as part of a strategic option, National Grid prepares lifetime cost estimates. These lifetime cost estimates include the capital cost estimates and also take account of the transmission losses and maintenance costs for transmission equipment over a 40 year lifetime as well as the associated indicative capital cost estimate.</p> <p>The cost information that National Grid uses to inform the assessment of strategic options and to benchmark the internal National Grid costing systems is provided in a 2012 independent report by Parsons Brinckerhoff, produced in association with Cable Consulting</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>International, entitled 'Electricity Transmission Costing Study – An Independent Report Endorsed by the Institution of Engineering & Technology' (widely referred to as the IET Report).</p> <p>The IET Report was written to satisfy the requirements of the Infrastructure Planning Commission (now the Planning Inspectorate) for information on the costs of feasible transmission options. National Grid considers that the cost information contained in its Strategic Options Reports, which uses the data from the IET Report, provides a robust cost assessment at the strategic options assessment stage.</p> <p>Underground</p> <p>Placing a connection underground can introduce additional technical requirements as underground cables behave differently to overhead lines. The construction of open trenches or a tunnel for underground cables is likely to be more disruptive than the installation of overhead lines, which may result in more significant environmental or socio-economic effects.</p> <p>National Grid has routed the connection carefully to avoid villages and is proposing a tunnel at the Area of Outstanding Natural Beauty (AONB) and Menai Strait area where it is considered an overhead line would have had the most significant visual effects.</p> <p>Subsea</p> <p>Subsea connection options for Wylfa Newydd present technical and cost challenges.</p> <p>In relation to technical challenges, there are no</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.</p> <p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p> <p>Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>associated costs details are provided in the Strategic Options Report 2018 (Document 7.2).</p> <p>A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.</p> <p>In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.</p> <p>The Western Link</p> <p>The Western Link is a subsea connection between two transmission systems (Scotland and England) rather than a connection between a single generator and a transmission system. There are already two overhead line connections from the north of the UK to the south, which the new Western Link HVDC connection works alongside. Therefore, if there was a fault on the subsea cable there are still other routes the power could take to reach the users. Due to the length of the Western Link connection, the HVDC offshore cable is more economic and efficient in comparison to an onshore transmission connection</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				from Scotland to the Midlands.
<i>Environment</i>	Impact on views / landscape	Notwithstanding their opposition to overhead lines, the Council comments on the proposed location of the planned line. They argue that while placing the new line close to the old one would avoid spreading the potential visual impact, this would result in a cumulative impact being experienced in some locations, e.g. Talwrn. In addition, they state that the proposed pylons would damage views towards Snowdonia, including from a national cycleway, noting that similar considerations in the Mendip Hills resulted in 8km of the proposed Hinkley C Connection to be placed underground.	No	<p>The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.</p> <p>The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals. More information of how public and stakeholder feedback has informed the proposals is set out Chapters 5, 6, 8, 9 and 11 of this report, with information also provided in the Wylfa-Pentir Preferred Route Corridor Selection Report (Document 9.2), the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (Document 9.4), and Menai Strait Crossing Report (Document 9.6).</p> <p>Both the landscape and visual assessments have considered the likely significant effect of the Project with the existing overhead line being part of the baseline. Likely significant effects on key views towards Snowdonia National Park have been considered together with effects on visual amenity experienced by other sensitive receptors including users of National Cycle Routes.</p> <p>National Grid has routed the connection carefully and is proposing a tunnel at the Area of Outstanding</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Natural Beauty (AONB) and Menai Strait area where it is considered an overhead line would have had the most significant visual effects. The same routeing process was followed for the Hinkley C Connection, which led to 8km of the proposed route to be placed underground within and adjacent to the Mendip Hills AONB.</p> <p>The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (Document 5.7), the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8), and assessment of likely significant cumulative landscape and visual effects is provided in Chapters 19 and 20 of the ES, which consider intra-project effects and inter-project effects respectively (Documents 5.19 and 5.20).</p>
<i>Socio-economic impact</i>	Impact on business / tourism	The Council stresses the importance of tourism to the area and is concerned that the new pylons would damage the local tourism industry, noting that there are several significant holiday locations close to the proposed route. They ask for tourism not to be sacrificed at the expense of power generation.	No	National Grid's response to the Council's comments with regard to tourism is provided under the theme ' <i>Alternative approaches (routeing, underground)</i> ' above.
Menai Strait				
<i>Support and Opposition (explicit)</i>	Support proposals	The Council welcomes the proposed tunnel as well as the siting of SECs and tunnel heads back from the coast, which they believe would minimise the potential	N/A	National Grid notes the support from Beaumaris Council for the proposed tunnel and careful siting of the cable sealing end compounds and tunnel head houses back from the coast to reduce the effects on

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		impact on the area.		the area.
Section E				
<i>Support and Opposition (explicit)</i>	Support with caveats	Notwithstanding their opposition to overhead lines, the Council agrees that routeing the line away from the existing line near Llanfairpwllgwyngyll would avoid community impacts, but stresses that further improvements to the plan are needed to avoid impact on landscape and tourism.	Yes	<p>Drawing on consultation feedback and additional assessments, National Grid has worked to further refine the design following the Stage Three Consultation, to reduce effects on residents and better accommodate the tunnel head house compound and overhead line approaches into the wider landscape. Measures include localised re-alignment, the proposed localised use of low height towers, a reduction in the scale of the tunnel head house and extensive landscape planting around the compounds.</p> <p>These measures have reduced effects on the landscape and potential views of the new infrastructure for residents and tourists.</p> <p>Details of the proposed landscape planting, design of the connection and design of the tunnel head house can be found in Documents 5.7.1.12 to 5.7.1.16, the Design Report (Document 7.17) and the Design Guide (Document 7.19) respectively.</p> <p>Details of the planting proposed can be found in the landscape assessment chapter of the ES (Document 5.7) and illustrated in Documents 5.7.1.12 to 5.7.1.16.</p> <p>National Grid's response to the Council's comments with regard to tourism is provided under the theme '<i>Alternative approaches (routeing, underground)</i>' above.</p>

Table 8.10: Cwm Cadnant Community Council

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation process				
<i>Process</i>	Challenges	<p>The Council argues that National Grid has manipulated the consultation process and is operating as a monopoly business with respect to this infrastructure by failing to address objections and concerns and by not providing an opportunity to respondents to influence plans beyond minor changes.</p> <p>The stakeholder also feels that National Grid has been selective in the extent to which previous consultation responses have been publicised.</p> <p>They call on National Grid to make funding available to the County Council and additionally to Community Councils to enable them to properly consider the proposals.</p>	No	<p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area.</p> <ul style="list-style-type: none"> • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid’s statutory obligations.</p> <p>Through the published community documents and technical reports, including this report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p> <p>National Grid provides funding to both IACC and Gwynedd Council through a planning performance agreement to assist both authorities in the appropriate resourcing to respond to consultations and requests for</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>information by National Grid in a timely manner.</p> <p>Through the planning performance agreement, National Grid funded a workshop for affected town and community councils to provide specialist advice on the NSIP process and how to engage effectively. This workshop, organised by IACC and Gwynedd Council, was held on 20 October 2016, to ensure that sufficient time was available after the briefing for the town and community councils to draft their responses to the Stage Three Consultation. Feedback was received from 19 town and community councils.</p>
<i>Scope of the consultation</i>	Comments on the scope	The stakeholder feels that National Grid should have worked with members of the local community and stakeholders earlier to find a solution to the technical challenges to a subsea connection.	No	<p>National Grid continues to research HVDC developments for this and other connections, and was doing so prior to the North Wales Connection Project commencing. At each stage of the Project, National Grid has updated its assessments to reflect the current status of this technology and its application on the network.</p> <p>National Grid continues to monitor and support technological advances and support in electricity transmission, working closely with suppliers around the globe and seek to innovate and apply technological advances wherever possible. However, significant technological challenges remain with the HVDC alternatives for the North Wales Connection Project.</p> <p>Further information is provided in the Strategic Options Report (Document 7.2).</p>
<i>Information</i>	Comments on the provided	The stakeholder states that current plans contain insufficient detail, including	No	Level of information provided

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	information	<p>specific reference to the EIA and pylon height / screening.</p> <p>They also note that various pieces of information presented in the plans is misleading (e.g. overland route as most efficient, subsea too technically challenging), visualisations are inaccurate and previous consultation input has been selectively presented.</p>		<p>National Grid provided a Preliminary Environmental Information Report (PEIR) as part of the statutory Stage Three Consultation. Preliminary Environmental Information is defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) as: <i>“information referred to in Part 1 of Schedule 4 which (a) has been compiled by the applicant; and (b) is reasonably required to assess the environmental effects of the development (and of any associated development).”</i></p> <p>In line with PINS Advice Note 7 (March 2015), National Grid used professional judgement to determine the level of detail and type of the PEIR taking account of the:</p> <ul style="list-style-type: none"> • <i>“stage in the design process the consultation was carried out;</i> • <i>the target audience; and</i> • <i>the complexity of the proposed development and the receiving environment”.</i> <p>PINS Advice Note 7 (March 2015) also sets out that the PEIR is not expected to replicate or be a draft of the Environmental Statement.</p> <p>In compliance with the above, National Grid ensured that the PEIR contained sufficient information to enable both technical and non-technical consultees to develop an informed view of the likely significant environmental effects of the proposed development and to provide detailed comments on the design and mitigation proposed, as appropriate for that stage.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>To aid engagement by the public, the PEIR was presented by section of the route to allow readers to focus on potential effects in geographical areas. Chapter 21 of the PEIR provided a summary of the environmental baseline and potential effects by section of the route, and a non-technical summary of the PEIR was also published.</p> <p>Other information presented by National Grid for the statutory Stage Three Consultation included detailed plans of the Project and technical reports detailing the work undertaken to develop the proposed connection:</p> <ul style="list-style-type: none"> • Pylon heights were set out in the Draft Route Alignment Report Wylfa to the Menai Crossing Area (Document 9.5) and in the Overview document (Appendix 24 to this report); and • Screening proposals were described in the Project Newsletter (Appendix 23 to this report) and Overview document, with areas proposed for landscape mitigation show on the Consultation Plans. <p>The Strategic Options Report (2015) and Strategic Options Report Update (2016) (Documents 9.8.2 and 9.8.3) provided accurate information on the consideration of strategic options including the proposed connection and subsea alternatives.</p> <p>In response to the information presented, including the PEIR, useful and meaningful feedback was received from both technical and non-technical consultees on the development of the Project as well as potential environmental effects and possible mitigation</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>measures, which has further informed production of the Project's ES.</p> <p>The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p> <p>Consideration of subsea connections</p> <p>Subsea connection options for Wylfa Newydd present technical and cost challenges.</p> <p>In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.</p> <p>A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.</p> <p>In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.</p> <p>As part of its ongoing back-check National Grid has updated its Strategic Options Report (Document 7.2), which provides details of the strategic options considered, including subsea connections, and the reasons for selecting the preferred option.</p> <p>Visualisations</p> <p>Visualisations of the proposed connection in the form of photomontages were provided as part of Chapter 7 of the PEIR. All photography and data collection for photomontages was undertaken in accordance with the Landscape Institute's Advice Note 01/11 'Photography and Photomontage in Landscape and Visual Assessment' and Scottish Natural Heritage's 'Visual Representation of Wind Farms Version 2.1'. Whilst the latter is specifically intended for use in relation to wind farms, it is widely accepted as being applicable to other large scale vertical infrastructure such as pylons. The</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Landscape Institute Advice Note 01/11 strongly advises members to follow this document where applicable in preference to any other guidance or methodology.</p> <p>A 3D model was produced comprising a digital visualisation of the proposals consulted on at the Stage Three Consultation. The purpose was to illustrate what the proposals would look like in the landscape and allowing people to see them from different viewpoints. This was available at the community events and consultation vehicle events (due to the specialist equipment needed to run it), with virtual reality headsets showing videos from the model available at all consultation events. The 3D model enabled people to see what the connection could look like along the entirety of the route. It was developed using accurate landform, topography and equipment data, with computer generated aspects of the local environment to aid the orientation of the user. All appropriate endeavours were made to make the 3D model as accurate as practicable.</p> <p>Presentation of previous consultation comments</p> <p>The Overview document produced for the Stage Three Consultation set out summaries of feedback from previous rounds of consultation, including comments challenging the proposals and National Grid's work. National Grid considers that the examples provided are representative of the feedback received.</p> <p>Details of the feedback received to the Stage One and Stage Two Consultations and how National Grid had regard to the comments made were published in the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				Stage One and Stage Two Consultation Feedback Reports (Appendices 2 and 11 to this report), available on the Project website and as part of the suite of hard copy consultation documents available during the Stage Two and Stage Three Consultations respectively.
Strategic options				
<i>Prefer subsea</i>	Reasons for preferring a subsea connection	<p>The Council expresses its preference for a subsea connection, stating that this route would be shorter and more efficient than an overhead line.</p> <p>In support of their view, they note that National Grid has used or presented a preference for subsea connectors elsewhere in Europe and should show the same consideration towards Anglesey.</p>	No	<p>Subsea</p> <p>Subsea connection options for Wylfa Newydd present technical and cost challenges.</p> <p>In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.</p> <p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p> <p>Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (Document 7.2).</p> <p>A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.</p> <p>In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>connect the new generation at Wylfa Newydd.</p> <p>Other subsea links</p> <p>The purpose of the subsea connectors that connect the British transmission system with continental Europe differs from that of the North Wales Connection Project. Such international connections link to independently operated transmission systems and not a single power station. As such, the technical requirements differ. More information is set out in the Strategic Options Report (Document 7.2), which also includes information on the cost of alternative strategic options such as subsea.</p>
Wylfa substation and the overhead line on Anglesey				
All parts				
<i>Support and Opposition (explicit)</i>	Oppose overhead line	The Council objects to plans to erect more pylons and overhead cables on the island and adds that these proposals erode the local support for Wylfa Newydd.	No	<p>As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>Where possible potential effects on communities and residents have been reduced through careful routeing</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				and design. National Grid has sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.
<i>Alternative approaches (routeing, underground)</i>	Underground existing pylons	They call on National Grid to remove the existing pylons.	No	<p>Both the existing overhead line and the new connection are required for Wylfa Newydd power station. The National Electricity Transmission System Security and Quality of Supply Standards (SQSS) define the minimum standards that must be applied when planning and operating the electricity transmission system in the UK. It states that following the concurrent fault outage of any two transmission circuits (e.g. the two existing circuits between Wylfa and Pentir) the loss of power infeed shall not exceed 1.8GW. This is in order to safeguard the reliable operation of the grid system. Given that the proposed Wylfa Newydd power station has a capacity of 2.8GW, additional circuits would therefore be needed to comply with the SQSS and National Grid's duties under the Electricity Act.</p> <p>This is why the existing line needs to be retained. The need for the Project is set out in more detail in National Grid's updated Project Need Case (Document 7.1).</p> <p>However, as part of the project proposal, it is possible that a number of lattice pylons and wood poles carrying local overhead lines will be removed, which would reduce the potential effects of the Project.</p>
<i>Environment</i>	Impact on views / landscape	The Council argues that current plans (with specific reference to pylons), would	No	Much of the overhead line element of the Project has been planned to form a coherent appearance with the

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>negatively impact Anglesey's unique and internationally recognised landscape. They add that National Grid has taken no account of Planning Policy Wales, Technical Advice Note 12, the UNESCO Global Geopark landscape designation and Ynys Mon Local Plan (specifically policy 31) regarding landscape protection.</p> <p>The Council add that no economic benefit coming from the proposed development will outweigh the economic and environmental disadvantages.</p>		<p>existing overhead line (as per guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.</p> <p>The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals. More information of how public and stakeholder feedback has informed the proposals is set out Chapters 5, 6, 8, 9 and 11 of this report, with information also provided in the Wylfa-Pentir Preferred Route Corridor Selection Report (Document 9.2), the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (Document 9.4), and Menai Strait Crossing Report (Document 9.6).</p> <p>Consideration of Planning Policy Wales and Technical Advice Note 12</p> <p>National Grid has assessed the proposals against national and local planning policy, including Planning Policy Wales and Technical Advice Note 12: Design (March 2016), throughout the design process. A planning policy assessment is provided in the Planning Statement (Document 7.14), submitted as part of the DCO application.</p> <p>The design of the Project has given due consideration to the Joint Local Development Plan and the adopted</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Special Landscape Areas (SLAs), including the associated evidence base for the Plan set out in the 'Review of Special Landscape Areas in Gwynedd and Anglesey (Dec 2012)'.</p> <p>It is noted that the 2012 study undertook a thorough review of the evidence available to inform the continued designation of SLAs and as a result identifies geographically discrete parts of Anglesey as worthy of having SLA status (as opposed to the majority the Island).</p> <p>The landscape assessment provided in Chapter 7 of the ES (Document 5.7) includes an assessment of the effects on SLAs.</p> <p>When designing new connections National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. National Grid has considered and assessed the use of technological alternatives to overhead lines and has concluded that an overhead line and tunnel in the Menai Strait area is the preferred option.</p> <p>UNESCO Geopark designation</p> <p>National Grid has considered geology where appropriate throughout the development of the Project, including the UNESCO Geopark designation. National Grid has identified the geological sites of special scientific interest across the project area and taken these into account during the project design process.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				Anglesey is designated as a Geopark with the large majority of the geosites and geological features located on the coast. All designated geological sites have been avoided through careful routing. The UNESCO Geopark designation is considered in the geology, hydrogeology and ground conditions chapter of the ES (Chapter 11, Document 5.11).
<i>Socio-economic impact</i>	Impact on properties / residents	The Council is concerned that the proposals would have a detrimental impact on the entire County, impacting residents' social wellbeing for many generations.	No	<p>National Grid recognises the concerns of residents that the Project could affect their quality of life.</p> <p>Socio-economic assessment</p> <p>The socio-economics chapter of the ES (Document 5.17) considers social effects at a community level. A qualitative assessment of severance has been completed, based on the location of physical assets / infrastructure in relation to community facilities and the populations they serve. A qualitative assessment of amenity has also been completed, based on the combination of air quality, noise, visual and traffic and transport effects on local communities.</p> <p>The conclusions of this assessment are provided in Document 5.17 of Volume 5 of the DCO application.</p> <p>Well-being Report</p> <p>National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.</p> <p>Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (Document 5.27).</p> <p>The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.</p>
	Impact on business / tourism	They add that the proposals would damage the local economy by affecting the tourism industry.	No	<p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>

Table 8.11: Llanbadrig Community Council

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Process</i>	Comments on the process	The Council expresses its hope that the feedback from communities most affected by the project would be considered and listened to.	No	<p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait,

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>which reduces the potential effects of the connection around this area.</p> <ul style="list-style-type: none"> • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid’s statutory obligations.</p> <p>Through the published community documents and technical reports, including this report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p>
Wylfa substation and the overhead line on Anglesey				
All parts				
<i>Support and</i>	Oppose	The Council expresses its strong	No	As a statutory undertaker National Grid has to fulfil its

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>Opposition (explicit)</i>	overhead line	opposition to pylons and overhead lines across Anglesey.		<p>statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
<i>Alternative approaches (routeing, underground)</i>	Prefer undergrounding	The Council requests an underground connection across Anglesey.	No	<p>When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p>
<i>Environment</i>	Impact on views / landscape	The Council is concerned that the proposed overhead line would negatively impact on the landscape (including AONB) and views, which are important to the island's economy.	No	<p>The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.</p> <p>The Anglesey Area of Outstanding Natural Beauty was an important factor in National Grid's decision to place the connection underground in the area of the Menai Strait, alongside public and stakeholder feedback. National Grid considers that the socio-economic and</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>environmental effects of an overhead line in this specific area would result in a conflict with National Planning Policy and National Grid’s statutory duties, and therefore the additional costs of underground cables in this area are justified. Careful design and detailed mitigation proposals have helped to further limit environmental and socio-economic effects of the overhead line part of the proposed connection.</p> <p>The detailed landscape and visual assessments have considered the likely significant effect of the Project, including effects on key views towards Snowdonia National Park together with effects on the visual amenity experienced by other sensitive receptors including users of National Cycle Routes.</p> <p>The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8).</p> <p>National Grid’s response to the Council’s comments with regard to the importance of the landscape and views to the economy is provided under the theme ‘<i>Socio-economic impact</i>’ below.</p>
	Other environmental impact	The Council is concerned that there would be short and long term environmental impacts during installation and maintenance but does not provide further details.	No	The Project has been subject to environmental assessment throughout its development, with professionals from appropriate disciplines involved in the appraisal of design options for the proposed connection. The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>5 of the DCO application Documents 5.1 to 5.21). The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation.</p> <p>Alongside the ES, National Grid has produced and submitted a Construction Environment Management Plan (CEMP) (Document 7.4) and other management plans, which set out the environmental control and mitigation measures. Compliance with the CEMP and other management plans is to be secured by a Requirement imposed on the Development Consent Order.</p>
<i>Health and Safety</i>	EMF impact	The Council expresses concerns about the impacts of EMFs on residents' health.	No	<p>Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.</p> <p>Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.</p> <p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (Document 5.25) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.</p> <p>In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns</p>

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				<p>regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that “...<i>Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.</i>”</p> <p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p>
	Safety (terrorism/ accidents)	The Council expresses concerns about the safety of the equipment but does not provide further details.	No	<p>National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on consistency of supply and safety. National Grid follows all relevant guidelines to make sure its connections are robust, and follows a stringent process to meet security standards when designing new connections.</p> <p>Maintenance teams regularly monitor the condition of equipment so that it can be safely replaced if worn or damaged. In the rare event of conductor failure, the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				system is designed to sense the failure and switch off the circuit's electricity.
<i>Socio-economic impact</i>	Impact on business/ tourism	The Council notes that there would be a negative impact on local tourism, which the community is reliant on.	No	<p>Potential effect on the tourism industry</p> <p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>
	Cumulative impact	The Council urges National Grid to consider the cumulative impacts with other developments (Wylfa Newydd, Rhyd y	No	The final proposed development has been subject to environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		Groes Wind Farm, possible solar farm and tidal projects) before proceeding further.		<p>5 of the DCO application Documents 5.1 to 5.21). The ES sets out the likely significant short and long term environmental effects arising during construction and operation, including likely significant cumulative effects, and appropriate mitigation. The list of developments included in the assessment of inter-project effects was provided to IACC and Gwynedd Council for comment, and includes Wylfa Newydd, Rhyd-y-Groes Wind Farm, Orthios Eco Park & Energy Centre, Morlais Tidal Demonstration Zone Project and Llanbadrig Solar Farm.</p> <p>Inter-project cumulative effects are presented in section 10 of each of the topic specific chapters of the ES (Document 5.7 to 5.18) and the inter-project cumulative effects assessment is presented in Chapter 20 of the ES (Document 5.20).</p>
Section A				
<i>Alternative approaches (routeing, underground)</i>	Prefer undergrounding	The Council states that if a fully underground option is not possible, then the distance covered by the first 20 pylons should be undergrounded to lessen the cumulative impact in the Llanbadrig area which would be hosting numerous developments in the future (Wylfa Newydd, redevelopment of Rhyd y Groes Wind Farm, possible solar farm, possible tidal energy projects).	No	The proposed change to the scheme made by Llanbadrig Community Council was considered in detail. National Grid recognises the potential for cumulative effects to arise within Section A of the connection, which includes the first 20 pylons. Careful consideration has been given to the use of overhead lines as well as underground cables. However, National Grid does not consider that the potential benefits of using underground cables in this section of the route would outweigh the associated environmental and socio-economic effects and the significant additional cost when judged against the proposed overhead line. As such National Grid considers that the

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>proposed overhead line is the most appropriate solution, having regard to its statutory duties and relevant national planning policy.</p> <p>We have looked in detail to reduce effects through synchronising the proposed overhead line with the existing overhead line and have identified opportunities for residential planting and wider landscape enhancement in this area and throughout the route. Details are provided in the Enhancement Strategy (Document 7.13).</p>

Table 8.12: Llanelian Community Council

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Route Option Alignment				
<i>Support and Opposition (explicit)</i>	Oppose overhead lines	Llanelian Council opposes a new overhead line.	No	<p>As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
<i>Alternative approaches (routeing, underground)</i>	Prefer undergrounding	The Council requests the undergrounding of the entire route, adding that National Grid has done it in other areas of Britain.	No	<p>When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p>

Table 8.13: Llanfairpwll, Llanfair yn Neubwll, Llanfihangelceifiog, Penmynydd, Pentraeth, Trearddur and Trewalchmai Community Councils

All seven community councils submitted near-identical responses to the consultation so their feedback has been summarised together, with minor differences highlighted and considered in the table below

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Process</i>	Challenges	The Councils argue that the consultation process is flawed as National Grid has consistently ignored opposition to proposals and did not enable respondents to highlight the socio-economic concerns they have or influence decisions.	No	National Grid has proactively engaged with local communities and their representatives as proposals for the North Wales Connection Project have been developed. Since 2010, National Grid has consulted with the public and stakeholders at key stages including consideration of the strategic connection options, route

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		Llanfihangelceifiog and Llanfairpwll add that despite National Grid's claims, the undergrounding at the Menai Strait has been proposed to make it compliant with the Holford rules and not as a result of people's feedback.		<p>corridor options, and route alignment options. From 5 October to 16 December 2016, National Grid formally consulted on detailed proposals, including proposed pylon design and locations, preliminary environmental information and arrangements for construction.</p> <p>At each stage of consultation, feedback has been sought from the public and stakeholders on all aspects of the Project. All responses have been read and considered by the project team. This has ensured that the views of the public have been recognised and consciously balanced in National Grid's decision making process. Evidence of this consideration is provided by the Feedback Reports that have been published after each period of consultation, provided in Appendices 2 and 11 to this report and in this report.</p> <p>The option of an overhead line across the Menai Strait is both technically feasible and compliant with the Holford Rules. The decision to underground the connection in this area was influenced by the strong feedback from stakeholders and the public in relation to the potential landscape, visual, heritage and tourism effects on the Menai Strait.</p>
<i>Information</i>	Comments on the provided information	The Councils are disappointed that despite National Grid's claims that the overhead line is the cheapest option, they have not provided full data to back up this statement. They ask for the information detailing the cost of the Menai crossing, and the cost of compensation and property purchase.	No	The Strategic Option Report costs are early stage indicative estimates of the construction, capital and lifetime costs to allow a high level cost comparison of options. They are based on a high level scope of works defined for each Strategic Option in respect of each technology option that is considered to be feasible. This is considered appropriate to the strategic options stage of the project development process.

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>National Grid takes account of equivalent assumptions for each option. The capital cost estimates are based on generalised unit costs for the key elements of each option. They include costs for the transmission equipment and also for the installation of that equipment but do not include any project or site specific costs or requirements that may later be found to be applicable to a particular option. As such, when strategic options are subject to detailed consideration and development, the total cost is highly likely to increase.</p> <p>Once a preferred option is identified this will be further developed to identify mitigation requirements etc. Part of that process involves creating a detailed cost estimate for the proposed works. This specific detailed estimate (as opposed to the generic SOR cost model) is informed by the project development work undertaken. This information is used to back-check previous decisions.</p> <p>The 2016 Strategic Option Report Update and 2018 Strategic Option Report (Document 7.2) show that even when the additional cost identified through detailed design and mitigation (including placing the connection underground in the area of the Menai Strait) are added to the cost of the overhead line, there is still a significant cost differential between the preferred Strategic Option and other Strategic Options.</p>
<i>Scope</i>	Comments on the scope of the consultation	The Councils argue that the consultation has been flawed since 2012 by only offering a pylon option and not tabling	No	<p>On 3 October 2012, National Grid launched its Stage One Consultation, which ran until 21 December 2012.</p> <p>The objective of the Stage One Consultation was to</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		alternative connections.		<p>provide information and gather views from stakeholder organisations and the local community on National Grid's preliminary preferred strategic option of an additional overhead connection between Wylfa and Pentir, and potential route corridors. In addition, National Grid sought any other information that the stakeholder organisations and the public felt National Grid should be made aware of at that stage.</p> <p>The Stage One Consultation included the 2012 Strategic Options Report, which explained National Grid's selection and appraisal of the options considered for connecting the proposed new energy generation, including subsea options. This information enabled feedback to be provided on the alternative connection options considered. Consultation responses received calling on National Grid to consider a hybrid connection option demonstrates that alternative connection options were raised in feedback. The hybrid option was considered by National Grid and reported in the 2015 Strategic Options Report (Document 9.3.2).</p> <p>National Grid provided an up-to-date Strategic Options Report at each stage of consultation, enabling people to understand the alternative strategic options considered and provide comment.</p>
Policy Principles				
Comment on National Grid	Comments	Llanfairpwll Community Council feels that National Grid should not be allowed to control the flow of electricity and make decisions on transmission methods as	No	The operation of the electricity transmission system and the development of the future electricity transmission system are two discrete functions undertaken by National Grid as the licence body. The need for, timing

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		conflicts of interest are likely to arise.		and technical specification for any new connection is defined by National Grid as the system operator. The detailed engineering design is then developed by National Grid as the transmission system owner. Both National Grid functions are subject to oversight by the independent electricity regulator, Ofgem, in the interests of consumers. The policy context within which all design decisions are taken is set out by government in National Policy Statements.
Route Option Alignment				
<i>Cost</i>	Comments on cost of the over ground connection	The Councils believe that National Grid's preference for an overhead line for cost reasons is not compatible to its guidelines which state that it has no inherent preference and should always 'seek to deliver the best balance'.	No	<p>National Grid does not have an inherent preference for a technology type when developing its connections, and uses the published Approach to the Design and Routeing of New Electricity Transmission Lines process to determine the appropriate balance.</p> <p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance.</p> <p>After careful consultation and appraisal of all options National Grid considers the overhead line and tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
Wylfa substation and the overhead line on Anglesey				
All parts				

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>Alternative approaches (routeing, underground)</i>	Prefer undergrounding	<p>In the context of their support for undergrounding, the Councils highlight what they believe to be an unfair treatment of Anglesey: Anglesey residents are already subsidising subsea and underground cables elsewhere in the country through their electricity bills and National Grid has agreed to underground the connection in other visually sensitive areas around the country.</p> <p>In contrast, they feel that National Grid ignored the AONB status and Anglesey's UNESCO Geopark designation.</p>	No	<p>National Grid takes the same approach to developing connections across all projects in the UK. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. Under the Electricity Act 1989, National Grid has a statutory duty to be economic, co-ordinated and efficient when developing new transmission proposals.</p> <p>In those locations where particularly significant environmental or socio-economic effects could arise through the use of overhead transmission lines, National Grid carefully considers the potentially significant environmental effects of using underground cables and whether the significant additional cost of using underground cables is justified in the context of national planning policy and National Grid's statutory duties. In the case of the North Wales Connection Project, National Grid considers that for the most visually sensitive section of the Project – the area of the Menai Strait including the Area of Outstanding Natural Beauty (AONB), the use of underground cables is justified in the context of national planning policy and National Grid's statutory duties, and that it would be appropriate for customers throughout Great Britain to bare these additional costs.</p> <p>UNESCO Geopark designation</p> <p>National Grid has considered geology where appropriate throughout the development of the Project, including the UNESCO Geopark designation. National Grid has identified the geological sites of special scientific interest across the project area and taken</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>these into account during the project design process. Anglesey is designated as a Geopark with the large majority of the geosites and geological features located on the coast. All designated geological sites have been avoided through careful routeing. The UNESCO Geopark designation is considered in the geology, hydrogeology and ground conditions chapter of the ES (Chapter 11, Document 5.11).</p> <p>Visual Impact Provision project</p> <p>Separately to the routeing of new connections, National Grid has been allocated £500m by Ofgem to carry out work to help reduce the visual impact of existing transmission lines in English and Welsh AONBs and National Parks. Referred to as the Visual Impact Provision (VIP) project, this represents a major opportunity to conserve and enhance the natural beauty, wildlife and environmental heritage within the most protected landscapes, recognising up-to-date planning policy.</p> <p>In 2014, twelve of National Grid's existing transmission lines in eight AONBs and National Parks were identified as having the most significant visual impact. In September 2015 the VIP project's Stakeholder Advisory Group (which includes Welsh Government, Cadw, National Parks Wales, NRW and Visit Wales amongst others) considered a wide range of factors and recommended that four schemes be taken forward for potential engineering feasibility work, which include an area in the Snowdonia National Park.</p> <p>The VIP project is funded differently to new connections</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>and the allocation of £500m by Ofgem is for that purpose only.</p> <p>Although undergrounding is being considered in these areas, it is also recognised that this technology can have significant environmental effects, for example on ecological receptors. This needs to be balanced against the reduction in visual impact.</p>
Cost	Comments on cost of the overhead line across Anglesey	The Councils call on National Grid to produce fuller data on costs, including to land and property owners as well as to the UK overall.	No	<p>The Strategic Option Report costs are early stage indicative estimates of the construction, capital and lifetime costs to allow a high level cost comparison of options. They are based on a high level scope of works defined for each Strategic Option in respect of each technology option that is considered to be feasible. This is considered appropriate to the strategic options stage of the project development process.</p> <p>National Grid takes account of equivalent assumptions for each option. The capital cost estimates are based on generalised unit costs for the key elements of each option. They include costs for the transmission equipment and also for the installation of that equipment but do not include any project or site specific costs or requirements that may later be found to be applicable to a particular option. As such, when strategic options are subject to detailed consideration and development, the total cost is highly likely to increase.</p> <p>Once a preferred option is identified this will be further developed to identify mitigation requirements etc. Part of that process involves creating a detailed cost estimate for the proposed works. This specific detailed</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>estimate (as opposed to the generic SOR cost model) is informed by the project development work undertaken. This information is used to back-check previous decisions.</p> <p>The 2016 Strategic Option Report Update and 2018 Strategic Option Report (Document 7.2) show that even when the additional cost identified through detailed design and mitigation (including placing the connection underground in the area of the Menai Strait) are added to the cost of the overhead line, there is still a significant cost differential between the preferred Strategic Option and other Strategic Options.</p>
<i>Environment</i>	Impact on views / landscape	The Councils believe that an overhead line would impact on the environment and would contravene National Grid's own duty to consider impacts on landscape and visual amenity.	No	<p>The Project has been subject to environmental assessment throughout its development, with professionals from appropriate disciplines involved in the appraisal of design options for the proposed connection. This includes consideration of effects on the landscape and visual amenity.</p> <p>National Policy Statement EN-5 states that:</p> <p><i>“Government does not believe that development of overhead lines is generally incompatible in principle with developers’ statutory duty under section 9 of the Electricity Act to have regard to amenity and to mitigate impacts.”</i></p> <p>After careful consultation and appraisal of all options National Grid considers the overhead line and tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume 5 of the DCO application Documents 5.1 to 5.21). The ES details the likely short and long term significant environmental effects during construction and operation, with landscape and visual amenity effects presented in Chapters 7 and 8 respectively (Documents 5.7 and 5.8).</p>
<i>Health and Safety</i>	EMF impact	<p>The Councils note that the lack of a local health impact study has exacerbated local concerns about the potential double impact of the electromagnetic fields (EMF). Llanfairpwll Community Council is especially concerned about the proximity of the proposed line to the local school.</p> <p>The Councils ask for a precautionary approach, given that there is still uncertainty about the impact EMF could have on people's health.</p>	No	<p>Well-being Report</p> <p>National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.</p> <p>Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (Document 5.27).</p> <p>The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.</p> <p>Health and Electric and Magnetic Fields (EMFs)</p> <p>Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.</p> <p>Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.</p> <p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (Document 5.25) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.</p> <p>In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that "...<i>Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.</i>"</p> <p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p>
	Safety	The Councils argue that having two parallel lines increases the risk for accidental or intentional failure which they believe highlights the importance of having alternative means for transmission to ensure security of supply.	No	<p>National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on security of supply and safety. These take into account what should happen in the event of an unplanned incident and the loss of a connection to a major generator. In such circumstances, there are safeguards in place to make sure the network can cope. National Grid has teams who do regular scenario planning to make sure the organisation is always prepared for potential unplanned events. By way of assurance, National Grid assesses its network against important performance indicators which have found that the national electricity network is 99.9% reliable.</p> <p>All technology options including subsea and underground connections require some above ground infrastructure (such as substations, sealing end compounds, converter stations). To a certain extent, all</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>National Grid’s infrastructure – whether above or below ground – is potentially vulnerable to extreme scenarios. As such, this would not be a strategic reason to choose underground technology rather than overhead. Indeed, in the event of an incident, access for operation, repair and the speed at which this can be achieved is much quicker on overhead, when compared to underground, connections. It’s also worth noting that other nuclear power stations in the UK have been connected using two sets of overhead lines for a number of years. For example, Sizewell B nuclear power station in Suffolk has been generating energy since 1995 and is connected with two parallel overhead lines.</p> <p>National Grid is responsible for the safe and reliable operation of the proposed connection and is absolutely committed to this. National Grid follow all relevant guidelines to make sure its connections are robust in the face of any incident, whether intentional or accidental. The organisation follows a stringent process to meet security standards when designing new connections as outlined in the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS). National Grid is confident that the Project is fully compliant with the NETS SQSS.</p>
<i>Socio-economic impact</i>	Impact on property value / saleability	The Councils express concern that the proposed overhead line would negatively impact on property values.	No	<p>Effect on property value</p> <p>The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>on the value of private individual properties has not been a factor in the decision making process.</p> <p>In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p>
	Further assessment/ details required	<p>The Councils ask National Grid to undertake an Anglesey-specific tourism impact assessment, as well as examine the short and long term impact on the agriculture sector.</p> <p>They also ask for National Grid to refer to the Well-being of Future Generations (Wales) Act.</p>	No	<p>Effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and on the Anglesey and Gwynedd tourism sectors as a whole, looking at each in turn with a focus on all of Anglesey and the north of Gwynedd. A visitor survey was also undertaken. Effects were considered during both construction (short to medium term) and operation (long term).</p> <p>Effects on the agriculture sector</p> <p>The agriculture chapter of the ES (Document 5.18) includes an assessment of likely significant effects on agricultural land and soils, including best and most versatile agricultural land, both during construction and operation.</p> <p>Well-being of Future Generations (Wales) Act</p> <p>National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.</p> <p>Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (Document 5.27).</p> <p>The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.</p>

Table 8.14: Llanerchymedd Community Council

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
Wylfa substation and the overhead line on Anglesey				
All parts				
<i>Support and Opposition (explicit)</i>	Oppose overhead line	The Llanerchymedd states its opposition to the proposed overhead line, adding that this view is shared by the County Council and the majority of residents.	No	<p>As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>

Table 8.15: Llanidan Community Council

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Strategic options				
<i>Prefer subsea</i>	General	The Council expresses its preference for laying cables underground without elaborating further.	No	<p>When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including subsea, a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				connection, and the reasons for selecting the preferred option.

Table 8.16: Mechell Community Council

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Route Option Alignment				
<i>Support and Opposition (explicit)</i>	Oppose	The Council strongly opposes the proposals referencing strong community opposition and distress. They add that National Grid has undergrounded the line in Lake District and ask for the same approach in North Wales.	No	<p>National Grid recognises that a number of local residents and stakeholders may have concerns about living close to an overhead line, and that this might cause some stress and anxiety.</p> <p>Potential effects on communities and residents have been reduced through careful routeing and design. National Grid has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.</p> <p>National Grid's team has engaged with landowners and tenants during the development of the Project, via correspondence, phone calls and meetings. This has enabled concerns to be raised and discussed at an early opportunity and a regular point of contact to</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>respond to queries and concerns.</p> <p>National Grid has urged anyone with concerns to get in touch through the North Wales Connection Project Freephone number, address or email throughout the development of the Project:</p> <p>0800 990 3567</p> <p>Freepost National Grid NW Connection</p> <p>nationalgrid@northwalesconnection.com</p> <p>In August 2012, National Grid published its Approach to the Design and Routeing of New Electricity Transmission Lines which states:</p> <p><i>“Whether the preferred route corridor is predominately overhead, underground or sub-sea, detailed survey and assessment work is carried out to find the alignment of the transmission line which best satisfies all of our obligations and the needs of stakeholders. In doing this we seek to avoid as far as possible any impacts on people, settlements, and environmentally sensitive areas. We continue to refine the route alignment to minimise any visual and other environmental impacts, in consultation with stakeholders and communities.”</i></p> <p>The routeing of new transmission lines is informed by the results of consultation and experience of major transmission infrastructure projects. The approach complies with the requirements of the Electricity Act 1989, National Policy Statements EN-1 and EN-5, and retains the principles of the Holford Rules which provide guidance on the routeing of overhead lines.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>The approach to the routing of new electricity transmission lines set out in the National Grid 2012 publication is used as guidance for all of National Grid's project teams and also provided to stakeholders to provide a transparent and clear understanding of how National Grid designs its transmission lines to meet its statutory obligations.</p> <p>National Grid does not have an inherent preference for a technology type when developing its connections, and uses the published Approach to the Design and Routing of New Electricity Transmission Lines process to determine the appropriate balance.</p> <p>After careful consultation and appraisal of all options National Grid considers the overhead line and tunnel in the Menai Strait area presents the most appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
Wylfa substation and the overhead line on Anglesey				
All parts				
<i>Alternative approaches (routing, underground)</i>	Prefer undergrounding	The Council asks for the lines to be placed underground for the whole route, or at least in sensitive areas.	No	When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p>
Cost	Cost of undergrounding	The Council recognises the additional cost of undergrounding, but they argue that this cost should be subsidised by National Grid shareholders. The Council adds that the cost to residents should also be considered when making a decision.	No	<p>National Grid should subsidise the cost of undergrounding</p> <p>When designing new connections National Grid is required by national policy statements issued by the UK Government and its statutory duties to strike a balance between environmental, socio-economic, cost and technical considerations. This includes whether new routes should use overhead lines or underground or subsea cables, either throughout or in part.</p> <p>National Grid builds, owns and operates its own</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>electricity transmission network and associated infrastructure. New transmission infrastructure is built based on the future connection of new electricity generation and demand. National Grid pays the many millions of pounds it costs to build a new power transmission line up-front, which is then recovered from consumers through energy bills over the lifetime of the asset, typically 40 years.</p> <p>National Grid's investment in vital infrastructure in the UK amounts to many billions of pounds, with the funding for these up-front costs coming from National Grid's shareholders and the institutions that lend it money.</p> <p>Shareholder and institutional investment therefore brings a major benefit to electricity bill payers as it allows the recovery of the cost of National Grid's investment to be spread out over many years, rather than having an up-front spike in household or business electricity bills when National Grid builds a large new transmission line.</p> <p>For these reasons National Grid has a statutory duty to be coordinated, economic and efficient when developing new transmission proposals.</p> <p>After careful consultation and appraisal of the options, National Grid considers the overhead line and tunnel in the Menai Strait area represent the most appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
<i>Environment</i>	Impact on views	The Council is concerned that the	No	Effect on the visual environment and landscape

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	/ landscape	proposals would impact the visual environment, without providing further details.		<p>The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.</p> <p>The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals. More information of how public and stakeholder feedback has informed the proposals is set out Chapters 5, 6, 8, 9 and 11 of this report, with information also provided in the Wylfa-Pentir Preferred Route Corridor Selection Report, 2015 (Document 9.2), the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (Document 9.4), and Menai Strait Crossing Report (Document 9.6).</p> <p>The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8), the chapters also include consideration of likely significant cumulative landscape and visual effects.</p>
<i>Socio-economic impact</i>	Impact on properties / residents	The Council is concerned that the proposals would reduce the quality of life of residents, without providing further	No	National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		details.		<p>regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>Potential effects on communities and residents have been reduced through careful routeing and design. National Grid has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.</p> <p>National Grid's team has engaged with landowners and tenants during the development of the Project, via correspondence, phone calls and meetings. This has enabled concerns to be raised and discussed at an early opportunity and a regular point of contact to respond to queries and concerns.</p> <p>As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>After careful consultation and appraisal of all options National Grid considers the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p> <p>National Grid has and continues to urge anyone with concerns to get in touch through the North Wales Connection Project Freephone number, address or</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>email throughout the development of the Project: 0800 990 3567 Freepost National Grid NW Connection nationalgrid@northwalesconnection.com</p>
	Impact on property value / saleability	The Council is concerned that the combination of potential visual impact and safety fears about EMFs would affect property prices in the area.	No	<p>Health and Electric and Magnetic Fields (EMFs)</p> <p>Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.</p> <p>Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.</p> <p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (Document 5.25) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.</p> <p>In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that "...<i>Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.</i>"</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p> <p>Effect on property value</p> <p>The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.</p> <p>In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
Section A				
<i>Alternative approaches (routeing, underground)</i>	Prefer undergrounding	The Council points out that the presence of an underground cable near the existing power station indicates that this is a viable solution and one that should be used in a sensitive area like Mechell.	No	<p>The existing underground cables that leave the existing Wylfa 132 kV substation operate at a voltage of 132 kV. As such, the cost difference between the equivalent overhead line and underground connections is significantly lower than the cost of installing an underground connection at 400 kV.</p> <p>Whilst the use of underground connections in this area is a technically viable solution, National Grid does not believe that the significant additional costs associated with this form of connection are justified in the national planning policy context and National Grid's statutory duties, having regard to the likely significant effects.</p> <p>National Grid recognises the potential for cumulative effects to arise within Section A of the connection, which includes the community of Mechell. Careful consideration has been given to the use of overhead lines as well as underground cables. However, National Grid does not consider that the potential benefits of using underground cables in this section of the route would outweigh the associated environmental and socio-economic effects and the significant additional cost when judged against the proposed overhead line. As such National Grid considers that the proposed overhead line is the most appropriate solution, having regard to its statutory duties and relevant national planning policy.</p> <p>National Grid has looked in detail to reduce effects through synchronising the proposed overhead line with</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>the existing overhead line, reducing the number of pylons in Section A and reducing the number of angle towers (which are heavier in appearance). Proposals for screening planting and opportunities for wider landscape enhancement have been developed in this area and throughout the route. Details are provided in the Enhancement Strategy (Document 7.13).</p> <p>The reasons why the use of an overhead line in the Mechell area is more appropriate than an underground cable are further explained in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>
<i>Environment</i>	Impact on views / landscape	The Council expresses their concerns that the lines would be visible from many vantage points, especially when combined with the existing lines. Together, the two lines would industrialise the area.	No	National Grid's response to the Council's concerns regarding the potential landscape and visual effect of the Project is provided under the theme ' <i>Environment</i> ' above.

Table 8.17: North Anglesey Council’s Partnership (an organisation representing six town and community councils in North Anglesey)

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Process</i>	Comments	The Partnership expresses its hope that National Grid would take account of the views and concerns of local communities.	No	<p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area.</p> <ul style="list-style-type: none"> • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid’s statutory obligations.</p> <p>Through the published community documents and technical reports, including this report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p>
Wylfa substation and the overhead line on Anglesey				

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
All parts				
<i>Support and Opposition (explicit)</i>	Oppose overhead line	The Partnership expresses strong opposition to a second row of pylons across the island.	No	<p>As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
<i>Alternative approaches (routeing, underground)</i>	Alternative requested	They request that National Grid identify other transmission methods that would not impact on the island.	No	When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including subsea, a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p>
<i>Environment</i>	Impact on views / landscape	They express concerns about the potential visual impact and the way this could affect the local tourism industry.	No	<p>The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.</p> <p>The proposed location of the new overhead line has</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals. More information of how public and stakeholder feedback has informed the proposals is set out Chapters 5, 6, 8, 9 and 11 of this report, with information also provided in the Wylfa-Pentir Preferred Route Corridor Selection Report (Document 9.2), the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (Document 9.4), and Menai Strait Crossing Report (Document 9.6).</p> <p>The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8), the chapters also include consideration of likely significant cumulative landscape and visual effects.</p> <p>National Grid's response to the Partnership's concerns regarding the potential tourism effect of the Project is provided under the theme 'Socio-economic impact' below</p>
	Other environmental impact	They express concern about short and long term environmental impacts, without elaborating further.	No	<p>Environmental Impact Assessment</p> <p>The Project has been subject to environmental assessment throughout its development, with professionals from appropriate disciplines involved in the appraisal of design options for the proposed connection. The final Project has been subject to an environmental impact assessment which is presented in</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>the Environmental Statement (ES) contained in Volume 5 of the DCO application Documents 5.1 to 5.21). The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation.</p> <p>Alongside the ES, National Grid has produced and submitted a Construction Environment Management Plan (CEMP) (Document 7.4) and other management plans, which set out the environmental control and mitigation measures. Compliance with the CEMP and other management plans is to be secured by a Requirement imposed on the Development Consent Order.</p>
<i>Socio-economic impact</i>	Impact on business / tourism	Referencing the potential visual impacts, they express concerns about the impact on the local economy, which is dependent on tourism.	No	<p>Potential effect on the tourism industry</p> <p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>
	Impact on property value / saleability	The Partnership is concerned that a second row of pylons would negatively impact the price of property and land.	No	<p>Effect on property value</p> <p>The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.</p> <p>In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.</p> <p>Those who have property (including land) upon which</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p>

Table 8.18: One Voice Wales Anglesey Pylon Committee (forum that represents 30 councils on Anglesey)

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Events</i>	Comments	The Committee is critical of the consultation events, specifically of the level of knowledge displayed by the National Grid staff. They also describe meetings they had with National Grid as problematic due to the short notice and lack of translation, recording and follow up minutes.	No	<p>National Grid held 19 events during the Stage Three Consultation, including six community events, nine consultation vehicle events and four pop-up events. This programme of events was developed and agreed with IACC and Gwynedd Council.</p> <p>National Grid needs a team of wide-ranging specialists to make sure the proposals are developed appropriately. Not every member of the team has a detailed knowledge of every aspect of the Project and work involved, and so will provide information on their area of expertise. At the six community events, National Grid ensured that Project team members from various disciplines were present, including construction, environment, land and engineering. The consultation vehicle and four pop-up events were manned by members of the Project team and if questions could not be answered in person, details were taken and queries responded to as soon as possible after the event.</p> <p>The community events also used interactive tools such as the 3D visualisation and Virtual Reality (VR) headsets, supported by exhibition panels, examples of equipment, maps and image portfolios.</p> <p>Throughout the development of the Project, National Grid has worked hard to ensure MPs, AMs and county and community councillors are fully aware of the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>proposals and encouraged their feedback. At every stage, National Grid has briefed county councillors and offered meetings to MPs and town and community councils – and many have taken us up on the offer including One Voice Wales.</p> <p>National Grid sought to give reasonable notice when organising briefings for community council representatives. Due to the nature of the Project's development, notice periods varied on occasion; invitations to One Voice Wales were issued a minimum of two weeks prior to briefings. Attendance at all of the briefings was good and National Grid welcomes One Voice Wales' contributions at each of these.</p> <p>National Grid recognises the importance of the Welsh language and provided a simultaneous translation service at each of its briefings. During its briefing with One Voice Wales' Arfon and Dwyfor representative, a Welsh-speaking member of the team was available throughout.</p> <p>Bilingual minutes were taken at each of the briefings attended by One Voice Wales representatives.</p>
<i>Information</i>	Comments on the provided information	<p>The Committee challenges the provided information, describing it as misleading, inaccurate and lacking detail.</p> <p>They suggest that the reason for placing the connection underground at the Menai Strait is due to the Holford Rules and not as a result of public feedback.</p>	No	<p>The documents published to support the Stage Three Consultation included the Preliminary Environmental Information Report (PEIR), the Preferred Route Option Selection Report, the Draft Route Alignment Report and the Menai Strait Crossing Report. The content and structure of these were informed by discussions with the local authorities and other stakeholders (such as Natural Resource Wales and Cadw) and contain</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>detailed information regarding the proposals.</p> <p>In response to the information presented, including the PEIR, useful and meaningful feedback was received from both technical and non-technical consultees on the development of the Project as well as potential environmental effects and possible mitigation measures, which has further informed production of the Project's ES.</p> <p>The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p> <p>The feedback received, including that from One Voice Wales, has been considered (as reported in this report), and has also been used to help inform the Environmental Statement and other DCO application documents.</p> <p>In accordance with best practice and National Grid's published Statement of Community Consultation (Appendix 32 to this report), the detailed information provided in the technical reports published for the Stage Three Consultation was summarised in documents such as the Project Newsletter, the Overview document and the website.</p> <p>The Anglesey Area of Outstanding Natural Beauty was an important factor in National Grid's decision to place the connection underground in the area of the Menai</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Strait, alongside public and stakeholder feedback.</p> <p>The option of an overhead line across the Menai Strait is both technically feasible and compliant with the Holford Rules. The decision to underground the connection in this area was influenced by the strong feedback from stakeholders and the public in relation to the potential landscape, visual, heritage and tourism effects on the Menai Strait.</p>
		<p>In relation to previous Feedback Reports, the Committee challenges the lack of information in a number of areas:</p> <ul style="list-style-type: none"> • The percentage of people who expressed their opposition to the proposed pylons, and the views of democratically elected representatives. • Sharing of the media’s coverage of public opposition to pylons. • That it is not possible to screen pylons in the flat central Anglesey landscape. • The lack of cooperation from and conflict with landowners. • The lack of long term job resulting from the Project. • Verbal feedback at events not being written down and taken in to 	No	<p>Use of percentages when analysing feedback</p> <p>National Grid has been open and fair in its analysis of feedback. It recognises that many people who responded to consultations objected to proposals for a new overhead line. The Stage One and Stage Two Consultation Feedback Reports include details of themes and issues raised by people opposing the proposals and the reasons provided. This includes, for example, challenges to the proposed overhead line and concerns regarding the development of the proposals on local communities, the landscape and the local economy. National Grid considers that anyone reading the reports would get a strong sense that concerns were raised by consultees.</p> <p>In accordance with best practice, when summarising feedback, quantifiers such as 'many', 'some' and 'a few' are used to ensure the narrative remains readable. These notions are indicative only and do not express clearly defined ranges of numbers or percentages. The intention is to accurately reflect the issues raised, rather than attributing any weight to the number of respondents raising them or the importance of the issue</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>account.</p> <ul style="list-style-type: none"> Anglesey as a European designated area of socio-economic disadvantage, an area that <i>“pays one of the highest UK rates for electricity on the basis of the cost of transmitting the electricity back to North Wales”</i>. 		<p>raised.</p> <p>The views of elected representatives</p> <p>Where responses to the Stage One and Stage Two Consultation responses were received from elected representatives (e.g. Members of Parliament, MPs, and Assembly Members, AMs), they were analysed and the themes raised were included in the respective Feedback Reports. Elected representatives such as MPs and AMs are not statutory consultees and therefore National Grid protects their anonymity alongside other members of the public. National Grid has also met MPs, AMs and local councillors on numerous occasions, either in public meetings or in briefings. At these occasions, elected representatives have made clear the views of their constituents regarding the Project.</p> <p>Sharing media coverage</p> <p>The role of the Feedback Reports is to summarise the consultation activities undertaken, the feedback received, the themes and issues raised and National Grid’s response to these.</p> <p>Media coverage does not fall within this category as it is not a representation made directly to the Project for consideration. National Grid considers that it would not be appropriate to comment on media coverage in the Feedback Reports as those quoted within had not explicitly given their permission for their comments to be taken as feedback.</p> <p>National Grid has worked with the media on a number</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>of occasions to offer comment and has reviewed media coverage in local publications. All media coverage from regional media relating to the North Wales Connection Project is listed in Appendix 41 to this report. The themes raised in media coverage are consistent with those provided in feedback and National Grid considers it has taken account of these in the development of the proposals.</p> <p>Screening pylons</p> <p>Projects of this type inherently come with visual effects due to the height of the pylons and National Grid has looked carefully at how this can be reduced as the proposals have been developed.</p> <p>Through careful routeing and design, National Grid has sought to keep the proposed route for the connection away from villages and communities where possible, routeing alongside the existing overhead line to reduce effects on views. Screening of pylons is difficult due to their height, but careful routeing with off-site planting can be effective in reducing the visual effects.</p> <p>A Voluntary Residential Planting Scheme (VRSP) is described in the Enhancement Strategy (Document 7.13). Screening planting is more effective when undertaken close to the receptor and therefore properties identified in the Residential Visual Amenity Assessment (Document 5.8.2.3) as being eligible for the VRSP will be offered screening planting to help reduce the effects of the Proposed Development.</p> <p>Engagement with landowners</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in Table 9.1 and 9.3 of this report and in the Design Report (Document 7.17). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.</p> <p>The agriculture chapter of the ES (Document 5.18) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).</p> <p>National Grid recognises there are landowners with concerns regarding the proposals and, where comments have been received in response to the consultations, these have been reflected these in the Feedback Reports. The purpose of Feedback Reports is to summarise the issues and themes submitted to consultations via feedback, whether by post, email or online form.</p> <p>Long term job prospects</p> <p>Once operational, National Grid is likely to require an additional member of staff in the North Wales area. This was not considered to be a significant effect in terms of the Project and therefore was not detailed in the PEIR published as part of the Stage Three Consultation.</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of employment effects during both construction (short to medium term) and operation (long term).</p> <p>Verbal feedback</p> <p>A brief note is taken of every event by the Project team</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>summarising the themes and issues raised and the conversations that have taken place. This is an important and useful record to ensure National Grid is aware of all considerations relating to the proposals. Broadly, the themes and issues raised at consultation events are consistent with those raised in written feedback and National Grid has considered these in the development of the proposals.</p> <p>National Grid cannot record verbal feedback from individuals because doing so would require a member of staff to take a written account of an individual's opinions. By its very nature, this would be the staff member's interpretation of the individual's comments. There is no way of validating if this is truly accurate and representative of the individual's comments. Due to this potential inaccuracy, it is normal practice not to record verbal feedback during a public event. In the event of an individual wishing to make a verbal response only (such as for reasons of literacy or physical disability) arrangements are made for such individuals to review and validate the responses taken on their behalf. It should be noted, however, that the Project has received no such requests.</p> <p>National Grid encourages people to submit written feedback whether by post, email or online feedback form. Feedback forms were also made available at each consultation event for attendees to fill out and submit on the day.</p> <p>Anglesey as a European designated area of socio-economic disadvantage</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>The Stage One and Stage Two Consultation Feedback Reports include details of themes and issues raised by people, businesses and organisations, together with National Grid's response.</p> <p>Within the context of European Structural Funding, West Wales & The Valleys has in recent years been recognised as an 'underperforming' economy, and this has resulted in European-funded developments on the island of Anglesey. The ES, in accordance with the PINS Scoping Opinion, does not assess the economy of Anglesey within the European context; rather the socio-economics chapter of the ES makes use of the Welsh Index of Multiple Deprivation (WIMD), a nationally recognised measure of deprivation, to establish the socio-economic context for the assessment. This approach to the assessment of socio-economic effects has been discussed and agreed with IACC and Gwynedd Council.</p>
<i>Process</i>	Challenges	<p>The Committee considers the consultation to be flawed as it did not provide an opportunity for meaningful engagement. They also feel that people's concerns and objections to an overhead line have not been listened to.</p> <p>Referring to the multiple consultation stages, they argue that they have been used by National Grid to deliberately induce consultation fatigue to diminish opposition to pylons.</p>	No	<p>Consultation process</p> <p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area. • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid’s statutory obligations.</p> <p>Through the published community documents and technical reports, including this Consultation Report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p> <p>Importance of consultation</p> <p>National Grid considers that consultation is an important element of the development of proposals for new electricity connections, which does inform the design of the projects taken forward.</p> <p>In August 2012, National Grid published its ‘Approach to the Design and Routeing of New Electricity Transmission Lines’ which states:</p> <p><i>“Whether the preferred route corridor is predominately overhead, underground or sub-sea, detailed survey and assessment work is carried out to find the alignment of the transmission line which best satisfies all of our obligations and the needs of stakeholders. In doing this we seek to avoid as far as possible any impacts on people, settlements, and environmentally sensitive areas. We continue to refine the route alignment to minimise any visual and other environmental impacts, in consultation with stakeholders and communities.”</i></p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>The routing of new transmission lines is informed by the results of consultation and experience of major transmission infrastructure projects. The approach complies with the requirements of the Electricity Act 1989, National Policy Statements EN-1 and EN-5, and retains the principles of the Holford Rules which provide guidance on the routing of overhead lines.</p> <p>The approach to the routing of new electricity transmission lines set out in National Grid’s 2012 publication is used as guidance for all of National Grid’s project teams and also provided to stakeholders to provide a transparent and clear understanding of how National Grid designs its transmission lines to meet its statutory obligations.</p> <p>National Grid does not have an inherent preference for a technology type when developing its connections, and uses the published ‘Approach to the Design and Routing of New Electricity Transmission Lines’ process to determine the appropriate balance.</p> <p>After careful consultation and appraisal of all options National Grid considers the overhead line and tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
Policy Principles				
<i>Link to wider policies</i>	Comments	The Committee notes that the project should conform to the Wellbeing of Future Generations (Wales) Act.	No	<p>Well-being Report</p> <p>National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However,</p>

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				<p>National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.</p> <p>Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (Document 5.27).</p> <p>The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.</p>
Route Option Alignment				
<i>Cost</i>	Comments on the cost of the over ground connection	The Committee notes that despite National Grid's claims that an over ground connection is the most economically viable option, they haven't published data to back this up. The Committee asks for full data on cost comparisons, including lifetime	No	The Strategic Option Report costs are early stage indicative estimates of the construction, capital and lifetime costs to allow a high level cost comparison of options. They are based on a high level scope of works defined for each Strategic Option in respect of each technology option that is considered to be feasible.

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		<p>costs, and costs to landowners, impacts on property values and tourism.</p> <p>They add that Anglesey residents are already subsidising subsea and underground connections elsewhere via their taxes and they would expect the beneficiaries of electricity (across the UK) to invest in the transmission infrastructure.</p>		<p>This is considered appropriate to the strategic options stage of the project development process.</p> <p>National Grid takes account of equivalent assumptions for each option. The capital cost estimates are based on generalised unit costs for the key elements of each option. They include costs for the transmission equipment and also for the installation of that equipment but do not include any project or site specific costs or requirements that may later be found to be applicable to a particular option. As such, when strategic options are subject to detailed consideration and development, the total cost is highly likely to increase.</p> <p>Once a preferred option is identified this will be further developed to identify mitigation requirements etc. Part of that process involves creating a detailed cost estimate for the proposed works. This specific detailed estimate (as opposed to the generic SOR cost model) is informed by the project development work undertaken. This information is used to back-check previous decisions.</p> <p>The 2016 Strategic Option Report Update (Document 9.8.3) and 2018 Strategic Option Report (Document 7.2) show that even when the additional cost identified through detailed design and mitigation (including placing the connection underground in the area of the Menai Strait) are added to the cost of the overhead line, there is still a significant cost differential between the preferred Strategic Option and other Strategic Options.</p> <p>National Grid takes the same approach to developing</p>

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				<p>connections across all projects in the UK. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. Under the Electricity Act 1989, National Grid has a statutory duty to be economic, co-ordinated and efficient when developing new transmission proposals.</p> <p>In those locations where particularly significant environmental or socio-economic effects could arise through the use of overhead transmission lines, National Grid carefully considers the potentially significant environmental effects of using underground cables and whether the significant additional cost of using underground cables is justified in the context of national planning policy and National Grid's statutory duties. In the case of the North Wales Connection Project, National Grid considers that for the most visually sensitive section of the Project – the area of the Menai Strait including the Area of Outstanding Natural Beauty (AONB), the use of underground cables is justified in the context of national planning policy and National Grid's statutory duties, and that it would be appropriate for customers throughout Great Britain to bare these additional costs.</p>
<i>Health and Safety</i>	Further details / assessment required	The Committee asks National Grid to present research on local aspects of EMFs, including its relationship with radon gas.	No	<p>Health and Electric and Magnetic Fields (EMFs)</p> <p>Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.</p> <p>Electric and Magnetic Fields (EMFs) are present</p>

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				<p>wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.</p> <p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has</p>

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				<p>confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (Document 5.25) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.</p> <p>Issues that One Voice Wales consider are local issues to Wales, such as radon gas and leukaemia, are considered by the Health Protection Agency and its successors. Radon has been considered in terms of possible health effects associated with overhead lines due to the corona ion hypothesis.</p> <p>The corona ion hypothesis suggests that high-voltage power lines may cause disease (including cancer) by producing air ions called “corona ions”, which are blown away by the wind and magnify the effect of existing airborne pollutants e.g. radon.</p> <p>Corona ions have been the subject of a significant amount of research in connection with various health effects. The evidence has been reviewed by authoritative, independent scientific bodies and in 2004 the National Radiological Protection Board’s Advisory Group on Non-Ionising Radiation, concluded:</p> <p><i>“...it seems unlikely that corona ions would have more than a small effect on the long-term health risks associated with particulate air pollutants, even in the individuals who are most affected. In public health</i></p>

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				<p><i>terms, the proportionate impact will be even lower because only a small fraction of the general population live or work close to sources of corona ions.</i></p> <p>and</p> <p><i>“Any health risks from the deposition of environmental particulate air pollutants on the skin appear to be negligible.”</i></p> <p>In 2007 the World Health Organisation (WHO) published Environmental Health Criteria on EMFs and concluded:</p> <p><i>“High-voltage power lines produce clouds of electrically charged ions as a consequence of corona discharge. It is suggested that they could increase the deposition of airbourne pollutants on the skin and on airways inside the body, possibly adversely affecting health. However, it seems unlikely that corona ions will have more than a small effect, if any, on long term health risks, even in the individuals who are most exposed.”</i></p> <p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can</p>

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				visit the National Grid website www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com .
<i>Socio-economic impacts</i>	Further details / assessment required	They note that the impact assessment should include short and long-term impacts on the tourism and agriculture sectors.	No	<p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. Effects are considered during both construction (short to medium term) and operation (long term).</p> <p>The agriculture chapter of the ES (Document 5.18) includes an assessment of likely significant effects on agricultural land and soils, including best and most versatile agricultural land, both during construction (short to medium term) and operation (long term).</p>
	Impact on properties / residents	The Committee argues that there would not be any long-term job benefits for the area and that this is not specifically referenced in the consultation documents.	No	<p>National Grid is contractually obliged to connect Horizon Nuclear Power's proposed nuclear power station, Wylfa Newydd. To do this, National Grid needs to build a new connection as the existing infrastructure does not have sufficient capacity to provide a secure and reliable connection for this new power station.</p> <p>The need for the Project is set out in more detail in National Grid's updated Project Need Case as submitted with the application for development consent (Document 7.1).</p> <p>Once operational, National Grid is likely to require an additional member of staff in the North Wales area. This was not considered to be a significant effect in terms of the Project and therefore was not detailed in the PEIR published as part of the Stage Three</p>

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				<p>Consultation.</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of employment effects during both construction (short to medium term) and operation (long term).</p>
	Impact on Welsh language	The Committee expresses concerns that non-local workers will not speak or seek to learn Welsh and that this may impact local communities.	No	<p>A Welsh Language Impact Assessment (WLIA) has been undertaken for National Grid by a North Wales based consultancy specialising in undertaking such assessments. The assessment is included in Volume 5 of the DCO application (Document 5.27). The scope and approach of the WLIA was discussed and agreed with IACC and Gwynedd Council, and aligns with the relevant national and local guidance. A draft WLIA was issued to IACC, Gwynedd Council and Welsh Government for comment ahead of submission.</p> <p>The WLIA considered effects on five key aspects of community life: population characteristics, quality of life, economic factors, infrastructure supply and social and cultural aspects. Where effects on Welsh language have been identified as part of the WLIA, mitigation and/or enhancement measures have been proposed as necessary in order to address those effects.</p> <p>Control and management measures for construction of the Project are set out in the Construction Environmental Management Plan (CEMP) (Document 7.4). The CEMP contains a section on Code of Conduct. It specifies that the contractor will be a member of the Considerate Constructors Scheme and will adhere to a Code of Conduct. The Code of Conduct will include sections on respecting the</p>

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				environment, respecting communities and respecting Welsh Language and Welsh Culture. Information will be provided to workers on language awareness, local linguistic and cultural context and how to demonstrate linguistic courtesy and cultural sensitivity. Site inductions and toolbox talks, will include information about Welsh language words and phrases, and information on resources for learning Welsh.
Strategic Options				
<i>Prefer subsea</i>	Reasons for supporting a subsea connection	Due to environmental, socio-economic and health concerns, they ask National Grid to consider alternative transmission methods – e.g. underground or subsea	No	<p>When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including subsea, a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection</p>

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				<p>underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with</p>

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				<p>national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p>
Wylfa substation and the overhead line on Anglesey				
All parts				
<i>Support and Opposition (explicit)</i>	Oppose overhead line	The Committee states its opposition to any new pylons across the island.	No	<p>As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>National Grid has sought to reduce the effects on communities and residents through routing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>After careful consultation on and appraisal of all appropriate options, National Grid considers that the</p>

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				overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.
<i>Environment</i>	Impact on cultural heritage	The Committee argues that pylons would negatively impact heritage resources, and contravenes National Grid's own guidance regarding preserving amenity.	No	<p>National Grid has carefully considered the historic environment in the development of the Project. Potential effects on historic assets were considered during the identification of the preferred route corridor and route option, and in the detailed design of the connection alignment.</p> <p>For example, alongside consultation feedback, an important factor in the decision to place the proposed connection underground in the area of the Menai Strait were the location of the Plas Newydd and the Vaynol Estate registered parks and gardens, both protected heritage assets.</p> <p>Effects on the historic environment have been assessed and are reported in Chapter 10 of the ES, Historic Environment (Document 5.10).</p>
	Impact on views / landscape	The Committee is concerned that the cumulative visual impact with the parallel corridor of pylons would industrialise the landscape and open the door to other future developments. They add that it would not be possible to screen the pylons and that National Grid is ignoring the area's AONB and UNESCO Geopark designation.	No	<p>Effect on visual environment and landscape</p> <p>The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.</p> <p>The proposed location of the new overhead line has been informed by ongoing public and stakeholder</p>

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				<p>consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals. More information of how public and stakeholder feedback has informed the proposals is set out Chapters 5, 6, 8, 9 and 11 of this report, with information also provided in the Wylfa-Pentir Preferred Route Corridor Selection Report (Document 9.2), the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (Document 9.4), and Menai Strait Crossing Report (Document 9.6).</p> <p>The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8), the chapters also include consideration of likely significant cumulative landscape and visual effects.</p> <p>UNESCO Geopark designation</p> <p>National Grid has considered geology where appropriate throughout the development of the Project, including the UNESCO Geopark designation. National Grid has identified the geological sites of special scientific interest across the project area and taken these into account during the project design process. Anglesey is designated as a Geopark with the large majority of the geosites and geological features located on the coast. All designated geological sites have been avoided through careful routeing. The UNESCO Geopark designation is considered in the geology, hydrogeology and ground conditions chapter of the ES</p>

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	Impact on noise levels	The Committee is disappointed that National Grid does not acknowledge complaints about noise from current pylons and does not clarify what would be the noise impact of having two parallel lines.	No	<p>(Chapter 11, Document 5.11).</p> <p>Operational noise effects</p> <p>National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.</p> <p>Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings. Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.</p> <p>Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is minimised.</p> <p>Noise levels and the effect on residential properties are carefully considered when planning new infrastructure.</p>

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				<p>The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including in relation to local residents. Construction noise is considered in Chapter 15 of the ES, and operational noise in Chapter 16 (Documents 5.15 and 5.16 respectively).</p> <p>The documents published to support the Stage Three Consultation included the Preliminary Environmental Information Report (PEIR), which contained detailed information regarding the proposals including information on the likely significant operational noise effects of the Project.</p> <p>The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p>
<i>Health and Safety</i>	EMF impact	Discussing their concerns about the potential health impact of EMFs, they express their disappointment that National Grid has excluded EMFs from the environmental statement and assert that, despite its promise, it has not undertaken a local health study of high rates of cancer and leukaemia.	No	<p>Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.</p> <p>Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of</p>

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				<p>EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.</p> <p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (Document 5.25) which</p>

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				<p>explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.</p> <p>As promised, in response to concerns raised by communities regarding high incidences of leukaemia in Llanfairpwll in 2013, National Grid contacted Public Health Wales so that they could independently investigate these concerns. They concluded that <i>“...Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.”</i></p> <p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p>
	Health impact	The Committee is concerned that the pylons would negatively impact on people's health, adding that this is an example of misuse of power by a private company against the interests of Anglesey	No	National Grid recognises that a number of local residents and stakeholders may have concerns about living close to an overhead line, and that this might cause some stress and anxiety.

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		residents.		<p>Potential effects on communities and residents have been reduced through careful routeing and design. National Grid has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.</p> <p>National Grid’s team has engaged with landowners and tenants during the development of the Project, via correspondence, phone calls and meetings. This has enabled concerns to be raised and discussed at an early opportunity and a regular point of contact to respond to queries and concerns.</p> <p>National Grid has urged anyone with concerns to get in touch through the North Wales Connection Project Freephone number, address or email throughout the development of the Project:</p> <p style="text-align: center;">0800 990 3567</p> <p style="text-align: center;">Freepost National Grid NW Connection nationalgrid@northwalesconnection.com</p> <p>Well-being of Future Generations (Wales) Act 2015</p> <p>National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop.</p>

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				<p>The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.</p> <p>Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (Document 5.27).</p> <p>The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.</p>
	Safety (terrorism / accident)	The Committee notes that diversifying the methods of transmission would strengthen the security of supply (against terrorism or accidents), which is something they believe has not been acknowledged by National Grid.	No	<p>Safety and resilience of the connection</p> <p>National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on security of supply and safety. These take into account what should happen in the event of an unplanned incident and the loss of a connection to a major generator. In such circumstances, there are safeguards in place to make sure the network can cope. National Grid has teams who do regular scenario planning to make sure the organisation is always prepared for potential unplanned events. By way of assurance, National Grid assesses its network against important performance indicators which have found that the national electricity network is</p>

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				<p>99.9% reliable.</p> <p>All technology options including subsea and underground connections require some above ground infrastructure (such as substations, sealing end compounds, converter stations). To a certain extent, all National Grid's infrastructure – whether above or below ground – is potentially vulnerable to extreme scenarios. As such, this would not be a strategic reason to choose underground technology rather than overhead. Indeed, in the event of an incident, access for operation, repair and the speed at which this can be achieved is much quicker on overhead, when compared to underground, connections. It's also worth noting that other nuclear power stations in the UK have been connected using two sets of overhead lines for a number of years. For example, Sizewell B nuclear power station in Suffolk has been generating energy since 1995 and is connected with two parallel overhead lines.</p> <p>National Grid is responsible for the safe and reliable operation of the proposed connection and is absolutely committed to this. National Grid follow all relevant guidelines to make sure its connections are robust in the face of any incident, whether intentional or accidental. The organisation follows a stringent process to meet security standards when designing new connections as outlined in the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS). National Grid is confident that the Project is fully compliant with the NETS SQSS.</p>
Socio-	Impact on	Highlighting the importance of tourism for	No	Potential effect on the tourism industry

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>economic impact</i>	business / tourism	the local economy, the Committee expresses concern that the proposed overhead line would have a negative effect on the number of visitors.		<p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>
	Impact on farming / agriculture	The Committee argues that the proposed overhead line would negatively impact the agriculture sector in the short and long term and ask for the impacts to be assessed.	No	National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>design are described in more detail in Table 9.1 and 9.3 of this report and in the Design Report (Document 7.17). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.</p> <p>The agriculture chapter of the ES (Document 5.18) includes an assessment of likely significant effects on agricultural land use and soils, both during construction</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	Impact on property value / saleability	The Committee is concerned that the proposed overhead line would negatively impact property values and cite a SAGE report and media pieces in support of its view.	No	<p>(short to medium term) and operation (long term).</p> <p>The Daily Telegraph article that One Voice Wales refer to reported on early work by SAGE, the UK government's Stakeholder Advisory Group on Extremely Low Frequency Electric and Magnetic Fields. In its First Interim Assessment (April 2007), SAGE put forward an option for consideration by government, but did not recommend "corridors" where housing development would not be permitted close to power lines. In its response, the government considered this approach to be disproportionate to the risk and did not support it.</p> <p>SAGE did however, recommend more information for the public and an approach called 'optimum phasing' of overhead lines, which reduces their field. These precautionary measures were adopted.</p> <p>The effects on property prices that are referred to by One Voice Wales were based on the possible effects of compulsory purchasing properties and did not refer to the effect of overhead lines near properties. However, National Grid recognises that any potential effect on property and land is a sensitive issue. As such, when National Grid develops a new connection, communities and individual properties are avoided as much as possible.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p>
	Other socio-economic impact	The Committee warns that if, in case of protests, the police are used to intervene and arrest residents, this may skew the views of young people on the function of the police.	No	<p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>Where possible potential effects on communities and residents have been reduced through careful routing and design. National Grid has sought to reduce</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>concern or uncertainty about the proposals though making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.</p> <p>National Grid worked closely with the North Wales Police in advance of all public consultation events to ensure that safety and security requirements for both National Grid staff and the public at each location were considered. The North Wales Police kept a watching brief on events, which were all successfully managed with no safety or security incidents.</p> <p>National Grid recognises the strong feelings in some parts of the community and understands that these are likely to continue as the Project progresses. National Grid will continue to work with the individuals and communities affected, as well as the North Wales Police as appropriate.</p>

Table 8.19: OVV Arfon Dwyfor Area Committee

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Route Option Alignment				
<i>Support and</i>	Oppose	The Committee states its opposition to	No	As a statutory undertaker National Grid has to fulfil its

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>Opposition (explicit)</i>	overhead line	<p>overhead lines.</p> <p>The Committee notes that their comments on the proposed Wylfa to Pentir connection are also applicable to the proposed works between Pentir and Trawsfynydd.</p>		<p>statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p> <p>Works in West Gwynedd</p> <p>In addition to the new connection between the substations at Wylfa on Anglesey and Pentir in Gwynedd, National Grid needs to strengthen the wider electricity network in West Gwynedd, near Porthmadog and Bryncir. This is to support Wylfa Newydd and additional power from the proposed Greenwire wind farm in Ireland, which is connecting into the UK network in North Wales.</p> <p>To strengthen the network, National Grid need to:</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<ul style="list-style-type: none"> • construct a new substation near Bryncir; • replace the existing cables at the Glaslyn Estuary with 12 new cables and carry out work on existing equipment at Wern and Y Garth; and • undertake work on the existing overhead line between Pentir and Trawsfynydd, and carry out minor work in the existing substation at Trawsfynydd. <p>No additional pylons are proposed as part of the works in West Gwynedd.</p> <p>The works in West Gwynedd do not form part of National Grid’s application for a DCO. However, where appropriate, information on the wider works was provided at each stage of consultation, to provide local communities and other consultees with a more comprehensive overview of National Grid’s proposals in the wider area. In addition, likely significant cumulative effects of the works in West Gwynedd, alongside the new connection between Wylfa and Pentir, have been taken into account in the Environmental Impact Assessment (EIA), as reported in the Environmental Statement contained in Volume 5 of the DCO application Documents 5.1 to 5.21).</p>
<i>Health and Safety</i>	Health impact	The Committee is concerned that pylons pose health dangers to nearby residents, without elaborating further.	No	<p>Consideration of stress and anxiety</p> <p>National Grid recognises that a number of local residents and stakeholders may have concerns about living close to an overhead line, and that this might cause some stress and anxiety.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Potential effects on communities and residents have been reduced through careful routeing and design. National Grid has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.</p> <p>National Grid's team has engaged with landowners and tenants during the development of the Project, via correspondence, phone calls and meetings. This has enabled concerns to be raised and discussed at an early opportunity and a regular point of contact to respond to queries and concerns.</p> <p>National Grid has urged anyone with concerns to get in touch through the North Wales Connection Project Freephone number, address or email throughout the development of the Project:</p> <p style="text-align: center;">0800 990 3567</p> <p style="text-align: center;">Freepost National Grid NW Connection nationalgrid@northwalesconnection.com</p> <p>To reduce concerns relating to electric and magnetic fields (EMFs), National Grid are committed to following independent guidance set by Government to protect members of the public against EMFs.</p> <p>National Grid adopts a very open position on EMFs and operates an information website and helpline to offer advice and answer questions on EMF. National Grid believes complete openness with information is one key</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>way to help reduce stress.</p> <p>The issues of stress and anxiety were discussed at the well-being workshop facilitated by Wales Health Impact Assessment Support Unit (WHIASU), the report from which fed into National Grid's Well-being Report (Document 5.27).</p> <p>Electric and magnetic fields</p> <p>Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.</p> <p>Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.</p> <p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (Document 5.25) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.</p> <p>In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that "...<i>Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.</i>"</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p>
<i>Socio-economic impact</i>	Impact on business / tourism	There is a concern that visual impact of pylons would impact the tourism industry, which many people rely on.	No	<p>Effect on tourism</p> <p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>
	Impact on properties / residents	There is a concern that work to erect the proposed pylons would cause disruption and inconvenience to residents on Anglesey and in northern Gwynedd, and that the pylons will be unsightly for residents when completed.	No	<p>All large infrastructure projects come with some degree of disruption and National Grid has looked carefully at how this can be reduced as the proposals have been developed. National Grid is also committed to taking a sustainable approach to construction, using resources efficiently and reducing waste.</p> <p>Through careful routeing and design, National Grid has sought to keep the proposed route for the connection away from villages and communities where possible, to reduce any disruption the work may cause.</p> <p>The EIA, as reported in the Environmental Statement contained in Volume 5 of the DCO application Documents 5.1 to 5.21), contains mitigation proposals to reduce the effects of the Project. For example, these measures include commitments to reduce the potential effects of construction traffic, visual effects and effects on public rights of way.</p> <p>National Grid has worked with the local authorities and specialist bodies, such as the North and Mid Wales Trunk Road Agency and the emergency services, to</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>develop the final proposals and consider options for reducing any disruption.</p> <p>Potential visual effects on the local community have been considered throughout the design and assessment work, together with consideration of key views and effects on the landscape.</p> <p>The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8), both chapters also include consideration of likely significant cumulative effects.</p> <p>These chapters also contain mitigation measures proposed to reduce the landscape and visual effects of the Project.</p> <p>A Voluntary Residential Planting Scheme (VRSP) is described in the Enhancement Strategy (Document 7.13). Screening planting is more effective when undertaken close to the receptor and therefore properties identified in the Residential Visual Amenity Assessment (Document 5.8.2.3) as being eligible for the VRSP will be offered screening planting to help reduce the effects of the Proposed Development.</p>
Strategic options				
<i>Prefer subsea</i>	Reasons for supporting a subsea connection	The Committee states its preference for a subsea connection without elaborating further.	No	<p>Subsea</p> <p>Subsea connection options for Wylfa Newydd present technical and cost challenges.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.</p> <p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p> <p>Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (Document 7.2).</p> <p>A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.</p> <p>In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.</p>
	Cost of subsea	The Committee acknowledges that undersea cable would cost more but argues that costs should be shared between all UK electricity users.	No	When designing new connections National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. Under the Electricity Act 1989, National Grid has a statutory duty to be economic, co-ordinated and efficient when developing

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not the proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including subsea options and has concluded that an overhead line and tunnel in the Menai Strait area is the preferred option.</p>

Table 8.20: Pentir & Y Felinheli Community Councils

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
The tunnel underneath the Menai Strait and related equipment				
Tunnel construction				
<i>Transport</i>	Impact on road network	The Councils express concerns about traffic congestion caused by construction works (transporting soils) with a specific reference to the Nant y Garth Hill. Citing previous experience, they ask for the road network to be considered in its entirety and not as an isolated point.	No	<p>The traffic and transport chapter of the ES (Document 5.13), along with a more detailed Transport Assessment report (Document 5.13.2.1), provides a robust analysis of traffic effects arising from construction and operation of the Project, including the transportation of materials.</p> <p>The scope of the Transport Assessment has been agreed with Welsh Government, IACC and Gwynedd Council, including the extent of the local and trunk road network that has been assessed, this includes Nant y</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				Garth Hill as part of the network.
<i>Engineering, Design and Construction</i>	Mitigation suggestions / measures	The Councils note that cables, underground or in tunnels, can lead to some heat release and suggest that this could be captured through an energy recovery system, and used in local greenhouses for example.	No	<p>Energy recovery</p> <p>Underground cable systems are designed to lose very little heat during operation, and so reduce electrical losses and minimise any effect on surrounding ground. If the connection for Wylfa Newydd were to be placed underground, heat would be generated along the linear alignment of the cables, so any equipment to capture this heat would have to be installed parallel and close to the cable alignment. This means that any heat captured would have to be pumped via an insulated pipe or tube to a location where it could be utilised, via heat-exchangers, to gather and gain benefit from the energy. The further the heat-exchangers are from the source of the heat, the less efficient the system becomes. The energy loss would be significant over the length of the connection for Wylfa Newydd. If put in place for a project of this nature, an energy recovery system would, therefore, not be effective as any energy recovered would be negated by the power required to pump it over such distances.</p> <p>National Grid has experience of waste heat recovery as it is currently trialling heat recovery systems in three substations across the country to assess the performance and potential efficiency gains from three different variations of heat recovery systems. However, in these instances (in contrast to the linear Wylfa Newydd connection described above) energy is being recovered in high levels in a relatively small area and exported to buildings nearby, within the substation site.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				Given the small amount of waste heat likely to be extracted and the considerable cost of such a system, National Grid does not consider that a buried cable with a waste heat recovery system is a suitable technology option for the Wylfa Newydd connection.
North Gwynedd and Pentir substation				
Overhead line				
<i>Support and Opposition (explicit)</i>	Oppose overhead line	The Community Councils oppose the proposed overhead line due to concerns about the potential visual impact on the area.	No	<p>As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>Alternative approaches (routeing, underground)</i>	Prefer undergrounding	<p>The Councils state their preference for an underground connection, pointing out that National Grid has done it in other areas.</p> <p>If conventional undergrounding is not viable, the Councils ask if undergrounding in ducts can be considered, adding that this approach would involve a narrower strip of land. Moreover, the released heat can be channelled for horticultural use for example in greenhouses.</p>	No	<p>When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p> <p>In general, when undergrounding in agricultural land cables will only be installed in ducts where there are</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>obstructions to the use of ‘conventional direct buried cables’, such as roads and rivers. This is due to the length of time required for construction and additional technical considerations such as the earthing distances required and heat generation. In either case, both methods involve using open trenches and a similar working width, therefore the strip of land required is also generally similar.</p> <p>National Grid’s response to the Council’s comments regarding the use of a heat recovery system is provided under the theme ‘<i>Engineering, Design and Construction</i>’ above.</p>
Cost	Cost of undergrounding	Noting that the cost of undergrounding the connection in Gwynedd would constitute just 2.58% of the total cost, the Councils argue that this is not a significant price, especially when spread over the life of the project.	No	<p>National Grid carefully considered the siting of the Ty Fodol tunnel head house within Gwynedd and the use of both overhead line and underground cables to complete the connection to Pentir substation. Whilst extending the tunnel to Pentir could reduce the likely environmental effects of the overhead line in Gwynedd it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, and it would generate additional quantities of spoil resulting in increased traffic movements. As a result, it would also further increase the cost of the scheme.</p> <p>National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed in the context of applicable statute, policy and</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>guidelines.</p> <p>The options in this area were revisited as a result of the consultation comments received in feedback to the Stage Three Consultation, but no new information was presented that altered the above analysis. This is described in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>
<i>Environment</i>	Impact on views / landscape	The Councils are concerned that the proposed lines and pylons would be highly visible in the area and from the adjoining Snowdonia National Park.	No	<p>The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.</p> <p>The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals. More information of how public and stakeholder feedback has informed the proposals is set out Chapters 5, 6, 8, 9 and 11 of this report, with information also provided in the Wylfa-Pentir Preferred Route Corridor Selection Report (Document 9.2), the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (Document 9.4), and Menai Strait Crossing Report (Document 9.6).</p> <p>Key views towards and from the Snowdonia National Park were considered during the evolution of the Project and likely significant effects on the National</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Park were considered in the Preliminary Environmental Information Report, part of the statutory Stage Three Consultation.</p> <p>The detailed landscape and visual assessments undertaken as part of the EIA have considered the likely significant effects of the Project, including effects on key views towards and from the Snowdonia National Park. The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8), the chapters also include consideration of likely significant cumulative landscape and visual effects.</p>
	Impact on business / tourism	In the context of their landscape concerns, the Councils add that the proposals would impact on the tourism industry and by extension, on the local economy.	No	<p>Potential effect on the tourism industry</p> <p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>
<i>Transport</i>	Impact on transport	The Councils express concerns about potential impact on the already busy and prone to accidents B4547 which is a main commuter route from Llanberis and Llanddeiniolen to Bangor.	No	<p>Engagement with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes, including the use of the B4547 which is required to access the proposed tunnel head house at Ty Fodol.</p> <p>Details of the proposed construction traffic routes and vehicles, appropriate mitigation measures, proposed hours of operation and frequency of road use are documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and Transport Assessment report (Document 5.13.2.1).</p> <p>The scope of the Transport Assessment has been agreed with Welsh Government, IACC and Gwynedd Council, including the extent of the local and trunk road network that has been assessed, this includes the B4547.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
Pentir substation				
<i>Environment</i>	Mitigation measures - landscaping	The Community Councils note that visual screening of the area is inadequate and request that National Grid plant more trees.	No	<p>The embedded mitigation incorporated into the Project includes both replacement and additional tree planting.</p> <p>The proposals have been designed to reduce visual effects of the infrastructure and ensure that all new planting is consistent with existing tree and hedgerow cover, in terms of extent and species.</p> <p>Woodland and hedgerows are characteristic of the local landscape within which the Ty Fodol tunnel head house, sealing end compound and extension to Pentir substation are proposed.</p> <p>Further details of the planting proposed can be found in the landscape assessment chapter of the ES (Document 5.7) and illustrated in Documents 5.7.1.12 to 5.7.1.16.</p>

Table 8.21: Rhosybol Community Council

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Process</i>	Comments	The Council asks National Grid to pay	No	National Grid has been open in explaining its work and

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		attention to the views of the public, and challenges the consultation process describing it as flawed.		<p>has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area. • People also said that, if the second line had to be overhead, it should be kept close to the

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line.</p> <ul style="list-style-type: none"> National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid’s statutory obligations.</p> <p>Through the published community documents and technical reports, including this Consultation Report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p>
	Challenges	The Council complains that despite being invited, National Grid did not send a representative to a public meeting organised by the Council.	No	<p>National Grid determines requests to attend a public meeting carefully in the context of a range of considerations. These include National Grid being sure that the event will run safely, as such events can attract high numbers, but also that they will offer value and information for the people attending which will assist them in providing feedback.</p> <p>It is National Grid’s experience that public meetings offer fewer opportunities to answer people’s detailed</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>questions or use maps and images to foster a better understanding of a project compared to organised community events. National Grid has also found that a public meeting is not always the most appropriate opportunity for many members of the public to ask questions. Many do not feel confident asking questions before a large group of people. Moreover, many people's points might relate to sensitive or private matters (such as land holding or highly localised alternative route suggestions).</p> <p>In this case, in addition to the considerations above, with the Project community event in Rhosybol having taken place two weeks prior to the public meeting proposed by the Council, National Grid had already met many people from the village and shared the most up-to-date information available at that stage.</p>
Wylfa substation and the overhead line on Anglesey				
Section B				
<i>Support and Opposition (explicit)</i>	Oppose overhead line	The Council states its opposition to a new overhead line.	No	<p>As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic,</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>co-ordinated and efficient.</p> <p>National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
<i>Environment</i>	Impact on views / landscape	The Council expresses concerns that the proposed pylons would be visible from numerous points as the area is on higher ground overlooking flat areas.	No	<p>The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routeing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.</p> <p>The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals. More information of how public and stakeholder feedback has informed the proposals is set out Chapters 5, 6, 8, 9 and 11 of this report, with information also provided in the Wylfa-Pentir Preferred Route Corridor Selection Report (Document 9.2), the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (Document 9.4), and Menai Strait Crossing Report</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>(Document 9.6).</p> <p>National Grid has looked in great detail at the design of the proposed connection in the area of Rhosgoch and Rhosybol, in order to reduce the visual effects from local properties and communities. National Grid is proposing to replace the existing line in order to allow a closely parallel route that avoids sharp changes in direction and avoids passing to both sides of residential properties. In this way, the design of the two lines in this area has been synchronised, avoiding introducing pylons into views that don't already have them, and taking account of views from higher ground overlooking flat areas.</p> <p>The pylon design proposed is of similar height but overall has a lighter weight design and look thinner than the existing pylons that would be replaced in this area.</p> <p>The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8), the chapters also include consideration of likely significant cumulative landscape and visual effects.</p>
	Other environmental impact	The Council is concerned that the pylons would have a negative impact on the environment, without providing further details.	No	The Project has been subject to environmental assessment throughout its development, with professionals from appropriate disciplines involved in the appraisal of design options for the proposed connection. The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>5 of the DCO application Documents 5.1 to 5.21). The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation.</p> <p>Alongside the ES, National Grid has produced and submitted a Construction Environment Management Plan (CEMP) (Document 7.4) and other management plans, which set out the environmental control and mitigation measures. Compliance with the CEMP and other management plans is to be secured by a Requirement imposed on the Development Consent Order.</p>
<i>Health and Safety</i>	Health impact	The Council states that the proximity of the proposed pylons to the villages of Rhosgoch and Rhosybol would cause concern about potential health impacts.	No	<p>Health and Electric and magnetic fields</p> <p>Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.</p> <p>Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel as is the case near the villages of Rhosgoch and Rhosybol. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (Document 5.25) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>how the Project meets the guidelines.</p> <p>In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that "...<i>Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.</i>"</p> <p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p>
<i>Socio-economic impact</i>	Impact on business / tourism	In the context of their concerns about potential visual impact, the Council raises concerns about how this would affect the local tourism industry.	No	<p>Potential effect on the tourism industry</p> <p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>
	Impact on farming / agriculture	The Council argues that the proposed pylons would have a negative impact on agriculture, without providing further details.	No	National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in Table 9.1 and 9.3 of this report and in the Design Report (Document 7.17). National Grid aims to complete site work within the shortest appropriate duration and temporary

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>accesses will be removed following completion.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.</p> <p>The agriculture chapter of the ES (Document 5.18) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).</p>
	Impact on properties /	The Councils expresses concerns about the proximity of the proposed line to residential properties, including estates	No	National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	residents	with young families.		<p>regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>The Project has been designed to avoid residential areas and individual properties as far as possible in accordance with the Holford Rules.</p> <p>As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
	Impact on property value/saleability	The Council is concerned that all potential impacts associated with the proposals would negatively affect local	No	<p>Effect on property value</p> <p>The Project has been designed to avoid residential areas and individual properties as far as possible, in</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		property and land values.		<p>accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.</p> <p>In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Grid does not provide compensation in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p>

Table 8.22: Tref Amlwch Community Council

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Process</i>	Comments	The Council expresses its hope that National Grid would consider the views of the local communities.	No	National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area. • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>by local people.</p> <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid's statutory obligations.</p> <p>Through the published community documents and technical reports, including this Consultation Report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p>
Wylfa substation and the overhead line on Anglesey				
All parts				
<i>Support and Opposition (explicit)</i>	Oppose overhead line	The Council states its opposition to a second overhead line.	No	<p>As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
<p><i>Alternative approaches (routeing, underground)</i></p>	<p>Prefer undergrounding</p>	<p>The Council expresses its support for an underground connection, adding that National Grid has done this in other part of Britain and North Wales.</p>	<p>No</p>	<p>When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p>
<i>Environment</i>	Impact on views / landscape	The Council is concerned that an overhead connection would affect the landscape of the island.	No	<p>The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.</p> <p>The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals. More information of how public and stakeholder feedback has informed the proposals is set out Chapters 5, 6, 8, 9 and 11 of this report, with information also provided in the Wylfa-Pentir Preferred Route Corridor Selection Report (Document 9.2), the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (Document 9.4), and Menai Strait Crossing Report (Document 9.6).</p> <p>The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				(Document 5.7) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8), the chapters also include consideration of likely significant cumulative landscape and visual effects.
	Other environmental impact	The Council is concerned that there would be short and long term environmental impacts but does not provide further details.	No	<p>Environmental Impact Assessment</p> <p>The Project has been subject to environmental assessment throughout its development, with professionals from appropriate disciplines involved in the appraisal of design options for the proposed connection. The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume 5 of the DCO application Documents 5.1 to 5.21). The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation.</p> <p>Alongside the ES, National Grid has produced and submitted a Construction Environment Management Plan (CEMP) (Document 7.4) and other management plans, which set out the environmental control and mitigation measures. Compliance with the CEMP and other management plans is to be secured by a Requirement imposed on the Development Consent Order.</p>
<i>Health and Safety</i>	EMF impact	The Council is concerned about the potential health impacts associated with EMFs.	No	Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>with national guidance and policies is key to National Grid's approach.</p> <p>Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.</p> <p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (Document 5.25) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.</p> <p>In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that <i>"...Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern."</i></p> <p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com
<i>Socio-economic impact</i>	Impact on business/tourism	The Council is concerned that a second overhead line would have a negative impact on tourism and by extension to the economy.	No	<p>Potential effect on the tourism industry</p> <p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>
	Impact on property	In a similar vein, the Council notes that the proposed over ground connection	No	<p>Effect on property value</p> <p>The Project has been designed to avoid residential</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	value/saleability	would affect property and land values.		<p>areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.</p> <p>In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p>

Table 8.23: Natural Resources Wales

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Information</i>	Comments on the provided information	Natural Resources Wales notes that the PEIR contains preliminary information about the significant environmental effects of the project, as currently understood, and whether they are likely or unlikely. They also note that they are	No	National Grid provided a Preliminary Environmental Information Report (PEIR) as part of the statutory Stage Three Consultation. Preliminary Environmental Information is defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) as: “ <i>information referred to in Part 1 of</i>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>unable to confirm at this stage the scale or likelihood of effect due to the outstanding information and assessments required.</p> <p>Natural Resources Wales brought National's Grid's attention to the following matters in the PEIR:</p> <ul style="list-style-type: none"> • Table 10.5 should include references to pollution of controlled water • transcription errors in Table 11.11 and Table 11.15 • the waterbody referenced in Table 11.25 has been renamed to Nant Y Garth waterbody 		<p><i>Schedule 4 which (a) has been compiled by the applicant; and (b) is reasonably required to assess the environmental effects of the development (and of any associated development)."</i></p> <p>In line with applicable guidance at the time, including PINS Advice Note 7 (March 2015), National Grid used professional judgement to determine the level and type of detail in the PEIR taking account of the:</p> <p><i>"stage in the design process the consultation was carried out;</i></p> <p><i>the target audience; and</i></p> <p><i>the complexity of the proposed development and the receiving environment"</i>.</p> <p>PINS Advice Note 7 (March 2015) also sets out that the PEIR is not expected to replicate or be a draft of the Environmental Statement.</p> <p>In compliance with the above, National Grid ensured that the PEIR contained sufficient information to enable both technical and non-technical consultees to develop an informed view of the likely significant environmental effects of the proposed development and to provide detailed comments on the design and mitigation proposed, as appropriate for that stage.</p> <p>The PEIR was presented by section of the route to allow readers to focus on potential effects in geographical areas. Chapter 21 of the PEIR provided a summary of the environmental baseline and potential effects by section of the route, and a non-technical</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>summary of the PEIR was also published.</p> <p>Other information presented by National Grid for the statutory Stage Three Consultation included detailed plans of the Project and technical reports detailing the work undertaken to develop the proposed connection.</p> <p>In response to the information presented, including the PEIR, useful and meaningful feedback was received from both technical and non-technical consultees on the development of the Project as well as potential environmental effects and possible mitigation measures, which has further informed production of the Project's ES.</p> <p>The information provided for the Stage Three Consultation, including the PEIR, is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p> <p>The specific matters highlighted by Natural Resources Wales (NRW) have been addressed in the Environmental Statement contained in Volume 5 of the DCO application Documents 5.1 to 5.21). Specifically:</p> <ul style="list-style-type: none"> • Table 11.6 in Chapter 11 of the ES, Geology, Hydrogeology and Ground Conditions includes references to pollution of controlled water in relation to ground contamination assessment significance criteria (Document 5.11). • The transcription errors have been rectified in the appropriate tables in Chapter 12 of the ES: Water

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Quality, Resources and Flood Risk (Document 5.12).</p> <ul style="list-style-type: none"> Nant Y Garth waterbody has been referred to in Chapter 12 of the ES: Water Quality, Resources and Flood Risk (Document 5.12). <p>National Grid has proactively engaged with NRW during the development of the Project, including via meetings, briefings, correspondence and (where appropriate) thematic group meetings in relation to ecology, hydrology and drainage and landscape and visual effects. National Grid continues to work with NRW with a view to agreeing a Statement of Common Ground.</p> <p>Information on the detailed engagement with NRW in relation to the ES is provided in ES Chapter 5: EIA Consultation (Document 5.5).</p>
<i>Consultation process</i>	Comments	Natural Resources Wales trusts that their comments would be taken into consideration and that the Environmental Statement (ES) would incorporate their advice and requirements.	No	<p>The comments, advice and requirements provided by NRW have been taken into consideration during the completion of the Environmental Statement (ES) where relevant. The ES is contained in Volume 5 of the DCO application (Documents 5.1 to 5.21).</p> <p>The appendices to Chapter 5 of the ES, EIA Consultation (Document 5.5.2) summarise how and where NRW's comments have been addressed in the ES.</p>
<i>Request</i>	To be further involved	They ask to be involved further in the process, specifically in discussions on the HRA, Flood Consequence Assessment and Water Framework	No	NRW has been consulted on the approach to the Flood Consequences Assessment and its conclusions, and their comments have been reflected where appropriate. This engagement is detailed further in Chapter 12 of the

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		Directive Assessment.		<p>ES, Water Quality, Resources and Flood Risk (Document 5.12) and Appendix 12.1, the Overarching Flood Consequences Assessment (Document 5.12.2.1).</p> <p>NRW has been consulted on the approach to the Water Framework Directive Assessment, and their comments have been reflected where appropriate. This engagement is detailed further in Chapter 12 of the ES, Water Quality, Resources and Flood Risk (Document 5.12) and Appendix 12.5, Water Framework Directive Assessment (Document 5.12.2.5).</p> <p>NRW has been consulted on National Grid's Habitat Regulations Assessment Report and their comments have been taken reflected where appropriate. This engagement is detailed further in the Habitat Regulations Assessment Report which is provided in Volume 5 of the DCO application (Document 5.23).</p>
Route Option Alignment				
<i>Engineering, design and construction</i>	Further assessment/ details requested	Natural Resources Wales states that the ES should include a comprehensive Construction Environmental Management Plan (CEMP).	N/A	A draft Construction Environmental Management Plan (CEMP) was consulted on at Scoping and as part of the Preliminary Environmental Information Report (PEIR), Appendix 4.2. Comments received were reviewed and the CEMP updated. The updated CEMP (Document 7.4) has been submitted alongside the draft DCO and compliance with the CEMP and other management plans is to be secured by a Requirement imposed on the Development Consent Order.
	Impact on other	Referring to other existing or planned	N/A	The list of 'Major Developments to be Considered in the

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	infrastructure	infrastructure projects in the area, Natural Resources Wales notes that some of them have progressed and require updating in the PEIR.		<p>Inter-Project Cumulative Effects Assessment' was kept under review and updated during the development of the Project. The final version incorporating the information available at the time of writing the ES is presented within Chapter 20 of the Environmental Statement (Document 5.20). Inter-project cumulative effects are presented in Section 10 of each of the topic specific chapters of the ES (Documents 5.7 to 5.18).</p> <p>The list of developments included in the assessment of inter-project effects was provided to IACC, Gwynedd Council, NRW and Welsh Government for comment as part of the draft ES shared after the Stage Three Consultation.</p>
	Mitigation measures/ suggestions	Discussing the waste which would arise from the construction works, Natural Resources Wales asks for this to be dealt with in accordance with the relevant policies and regulations. For example, waste should be disposed of or recycled at a suitably permitted site and all waste carriers must be upper tier registered.	N/A	<p>An Outline Waste Management Plan (OWMP) (Document 7.11) has been produced; this considers potential destinations for arisings and has been the subject of discussions at meetings with the North Wales Minerals and Waste Planning Service, IACC, Gwynedd Council and NRW, as well as Horizon Nuclear Power.</p> <p>The waste hierarchy is central to informing decisions on waste management options, to ensure that wastes are managed in a sustainable way and in accordance with 'Towards Zero Waste', this being the overarching waste strategy document for Wales and other relevant documents including Technical Advice Note 21 (Waste).</p> <p>The management and use of wastes and materials on site would also meet with the requirements of National Grid's Sustainability Strategy.</p> <p>In addition to the OWMP, an Outline Materials</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Management Plan (OMMP) has been produced as part of the DCO application (Document 7.12) which will ensure that materials and arisings generated by the construction works would not be classified as a waste for disposal where possible.</p> <p>For example, tunnel arisings will be treated and sorted at the tunnel head compound prior to leaving site for recycling and re-use where possible. Materials used in haul road and pad construction will be excavated on completion and recycled for future use where possible.</p> <p>Within the OWMP, potential facilities and sites have been identified on Anglesey and in North Wales for the recovery, recycling and disposal of tunnel spoil. These sites include existing quarries and landfills with permits for recycling material.</p> <p>National Grid will work with the North Wales Minerals and Waste Planning Service, NRW, Welsh Government, IACC and Gwynedd Council to explore opportunities for recycling aggregate as the Project progresses and as and when any new options arise.</p>
<i>Environment</i>	Further assessment / details required	<p>The stakeholder lists many detailed areas of the PEIR where further information or assessment is required, adding that at this stage they cannot fully assess the potential impact the development may have on:</p> <ul style="list-style-type: none"> • air quality; • biodiversity (including protected 		<p>National Grid provided a Preliminary Environmental Information Report (PEIR) as part of the statutory Stage Three Consultation. Preliminary Environmental Information is defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) as: “information referred to in Part 1 of Schedule 4 which (a) has been compiled by the applicant; and (b) is reasonably required to assess the environmental effects of the development (and of any</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>species);</p> <ul style="list-style-type: none"> • designated areas; • landscape and views; • noise pollution; and • flood risk and water quality. <p>Natural Resources Wales' response also provides detailed advice on the content of the ES.</p>		<p><i>associated development).</i>”</p> <p>In line with applicable guidance at the time, including PINS Advice Note 7 (March 2015), National Grid used professional judgement to determine the level and type of detail in the PEIR taking account of the:</p> <p><i>“stage in the design process the consultation was carried out;</i></p> <p><i>the target audience; and</i></p> <p><i>the complexity of the proposed development and the receiving environment”.</i></p> <p>PINS Advice Note 7 (March 2015) also sets out that the PEIR is not expected to replicate or be a draft of the Environmental Statement.</p> <p>In compliance with the above, National Grid ensured that the PEIR contained sufficient information to enable both technical and non-technical consultees to develop an informed view of the likely significant environmental effects of the proposed development and to provide detailed comments on the design and mitigation proposed, as appropriate for that stage.</p> <p>To aid engagement by the public, the PEIR was presented by section of the route to allow readers to focus on potential effects in geographical areas. Chapter 21 of the PEIR provided a summary of the environmental baseline and potential effects by section of the route, and a non-technical summary of the PEIR was also published.</p> <p>Other information presented by National Grid for the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>statutory Stage Three Consultation included detailed plans of the Project and technical reports detailing the work undertaken to develop the proposed connection.</p> <p>In response to the information presented, including the PEIR, useful and meaningful feedback was received from both technical and non-technical consultees on the development of the Project as well as potential environmental effects and possible mitigation measures, which has further informed production of the Project's ES.</p> <p>The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p> <p>National Grid has proactively engaged with NRW during the development of the Project, including via meetings, briefings, correspondence and (where appropriate) thematic group meetings in relation to ecology, hydrology and drainage and landscape and visual effects. National Grid continues to work with NRW with a view to agreeing a Statement of Common Ground.</p> <p>Information on the detailed engagement and advice provided by NRW in relation to the EIA is provided in ES Chapter 5, EIA Consultation (Document 5.5), and reflected throughout the ES as appropriate.</p> <p>The Environmental Statement (Volume 5) presents the EIA including specific chapters on:</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<ul style="list-style-type: none"> • Air quality – Chapter 14: Air Quality and Emissions (Document 5.14). • Biodiversity (including protected species) – Chapter 9: Ecology and Nature Conservation (Document 5.9). • Designated areas – Chapter 9: Ecology and Nature Conservation (Document 5.9), Chapter 7: Landscape Assessment (Document 5.7), Chapter 12: Water Quality, Resources and Flood Risk (Document 5.12) and Chapter 14: Air Quality and Emissions (Document 5.14). • Landscape and views – Chapter 7: Landscape Assessment (Document 5.7) and Chapter 8: Visual Assessment (Document 5.8). • Noise pollution – Chapter 15: Construction Noise (Document 5.15) and Chapter 16: Operational Noise and Vibration (Document 5.16). • Flood risk and water quality – Chapter 12: Water Quality, Resources and Flood Risk (Document 5.12).
	Impact on views / landscape	Natural Resources Wales is generally satisfied with the preliminary assessment of the potential landscape and visual impact on Anglesey AONB and Snowdonia National Park, noting that it accords with their understanding of the likely issues. They however add that at	No	<p>National Grid notes that NRW is generally satisfied with the preliminary assessment of the likely significant landscape and visual effect on Anglesey AONB and Snowdonia National Park, noting that it accords with their understanding of the likely issues.</p> <p>National Grid has proactively engaged with NRW during the development of the Project, including via meetings,</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		this stage they cannot confirm the scale of any significant effects.		<p>briefings, correspondence and (where appropriate) thematic group meetings in relation to ecology, hydrology and drainage and landscape and visual effects. National Grid continues to work with NRW with a view to agreeing a Statement of Common Ground.</p> <p>The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8), both chapters also include consideration of likely significant cumulative effects.</p>
	Impact on flood risk	Natural Resources Wales understands that the development would not use fluid filled cables, adding that they would normally object to fluid filled cables passing through Source Protection Zones 1 or 2, or being placed below the water table.	No	National Grid's standard is to use cross-linked polyethylene (XLPE) insulated cables for new underground connections, instead of fluid filled cables.
	Mitigation measures – biodiversity	<p>Natural Resources Wales acknowledges that the majority of potential adverse effects can be avoided through careful design and mitigation techniques and recommends National Grid works with Horizon to develop complementary mitigation proposals that maximise effect.</p> <p>Referring to the air quality objective and limit values set out in the PEIR, Natural Resources Wales states that the annual mean for sulphur dioxide should be 10</p>	No	<p>Mitigation</p> <p>National Grid has, and will continue to liaise closely with Horizon Nuclear Power. These discussions have been wide ranging and have included Horizon Nuclear Power's proposed mitigation areas for Wylfa Newydd Power Station and the potential interaction with the North Wales Connection Project. The mitigation proposals are set out in Section 9 of each of the topic chapters of the ES (Documents 5.7 to 5.18), and an overall Schedule of Mitigation is provided in Document 5.28.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>micrograms/m³ which is the guideline set by WHO for the protection of sensitive lichens.</p> <p>In relation to noise and vibration impacts on protected species, Natural Resources Wales notes that the ES should include an assessment and appropriate mitigation and/or compensation.</p>		<p>Air Quality</p> <p>National Grid notes the comments from NRW. The National Air Quality Objective and limit values used in Chapter 14: Air Quality and Emissions (Document 5.14) include 10µg/m³ of sulphur dioxide where lichens are present and 20µg/m³ where lichens are not present.</p> <p>Noise and vibration effects on protected species</p> <p>The assessment of noise and vibration can be found in section 9 of Chapter 9, Ecology and Nature Conservation (Document 5.9), Chapter 15, Construction Noise and Vibration (Document 5.15) and Chapter 16, Operational Noise and Vibration (Document 5.16).</p> <p>Ecology mitigation is also provided within the Biodiversity Mitigation Strategy (Document 7.7), the Construction Environmental Management Plan (Document 7.4) and effects on designated sites are discussed in the Habitats Regulations Assessment Report (Document 5.23).</p>
	Mitigation measures – landscape	The stakeholder advises strengthening the baseline pattern of planting to provide the best opportunity for landscape integration and habitat connectivity. They also suggest National Grid take a landscape strategy approach, with associated engagement and management measures.	No	<p>Appropriate mitigation has been developed for the Project, including tree and hedgerow planting within the Order Limits. This takes cognisance of the landscape of the study area and the following regional aims and objectives:</p> <ul style="list-style-type: none"> • LANDMAP Visual and Sensory Aspect Areas recommendations, opportunities, and identified concerns. • LANDMAP Landscape Character Areas

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>identified opportunities and threats.</p> <p>Further details can be found in the landscape assessment chapter of the ES (Document 5.7) and illustrated in Documents 5.7.1.12 to 5.7.1.16.</p> <p>In addition to the mitigation measures a number of enhancement opportunities have also been identified. In relation to planting, this has taken account of IACC's aspiration to have community woodlands across Anglesey.</p>
	Mitigation measures – water / flood risk	Natural Resources Wales notes that run off rates should mimic existing rates and reflect greenfield rates / volumes where applicable. They also ask for sustainable drainage principles to be adopted.	No	The drainage strategies for the Project are based on discharges to greenfield rates, and in accordance with sustainable drainage principles set out in The SuDS Manual (CIRIA Report C753, version 6). Further information is provided in the Overarching Flood Consequences Assessment (Document 5.12.2.1) and the supporting Flood Consequences Assessment documents (Document 5.12.2.2 to 2.4).
<i>Other comments</i>	Consenting regimes	<p>Natural Resources Wales lists a number of consents and applications National Grid should take account of prior to works commencing:</p> <ul style="list-style-type: none"> • Town and County Planning Application. • Marine Licence. • Environmental Permit for the site office, welfare facilities and wheel wash. 	No	<p>National Grid has developed a comprehensive schedule for all the consent and licences required for the Project, which are outside the scope of the DCO. This is provided in Volume 7, Document 7.15: Details of Other Consents and Licences.</p> <p>National Grid is aware of the on-going development of the Welsh National Marine Plan and has and will continue to take account of the UK Marine Policy Statement where appropriate.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		Natural Resources Wales notes that National Grid should be aware of the on-going development of the Welsh National Marine Plan and should take account of the UK Marine Policy Statement.		
Wylfa substation and the overhead line on Anglesey				
Tunnel construction				
<i>Support and Opposition (explicit)</i>	Support proposals	Natural Resources Wales states its support for the proposed tunnel construction, noting that it is a positive approach to conserving the landscapes of the development area.	No	The support of NRW for the proposed tunnel in the area of the Menai Strait in recognition of the landscape benefits is noted.
<i>Engineering, design and construction</i>	Further details / assessment required	Natural Resources Wales states that the Environment Statement should include full details of tunnel design and construction method.	No	Details of the tunnel design and construction methods to inform the ES are set out in Chapters 3 and 4 of the ES respectively (Documents 5.3 and 5.4).
	Mitigation measures / suggestions	<p>They suggest that the use of horizontal drilling for ground investigation studies to inform the tunnel design would be less invasive than a series of boreholes on the sea bed.</p> <p>They also recommend that the core (from such investigations) should be deposited with the National Geological Repository with the British Geological Survey as it may be valuable for research purposes.</p>	No	<p>National Grid considered the use of a number of investigative techniques to gather further information on the geology of the Menai Strait area. These included overwater geophysical surveys, undertaken in 2016, and onshore and offshore boreholes.</p> <p>Following the Stage Three Consultation, National Grid held further discussions with NRW in relation to a marine licence for the offshore boreholes, which was granted in 2017 and governs the terms on which the borehole works will be carried out. It is anticipated that</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				these works will commence in Autumn 2018.
<i>Environment</i>	Further details / assessment required	Natural Resources Wales asks for more details on the number and spatial distribution of views that could be affected to fully understand the potential effects on Snowdonia's setting.	No	<p>Likely significant effects on key views to and from Snowdonia National Park have been considered together with effects on the setting of the National Park.</p> <p>The relevant assessments can be found in Chapter 7 of the ES, Landscape (Document 5.7) and the Viewpoint Assessment contained in Appendix 8.2 (Document 5.8.2.2).</p>
Section A				
<i>Environment</i>	Impact on views / landscape	Natural Resources Wales notes that there is potential for localised effects on the AONB in this section but add that the landscape is already affected by modern infrastructure so it would not be fundamentally changed by the proposed development.	No	<p>Comment noted. The likely significant effects on key views from the AONB have been considered, where appropriate, along each section of the whole route, together with effects on its setting.</p> <p>The relevant assessments can be found in Chapter 7 of the ES, Landscape (Document 5.7) and the Viewpoint Assessment contained in Appendix 8.2 (Document 5.8.2.2).</p>
Section B				
<i>Environment</i>	Impact on views / landscape	Natural Resources Wales notes that the proposed development in this section would not impact on the AONB.	No	<p>Comment noted. The likely significant effects on key views from the AONB have been considered, where appropriate, along each section of the whole route, together with effects on its setting.</p> <p>The relevant assessments can be found in Chapter 7 of the ES, Landscape (Document 5.7) and the Viewpoint Assessment contained in Appendix 8.2 (Document 5.8.2.2).</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				5.8.2.2).
Section C				
<i>Environment</i>	Impact on views / landscape	Natural Resources Wales is concerned that in-combination with existing infrastructure, the proposals would have cumulative impact on the skyline at Capel Coch and by extension on Snowdonia. They add that the PEIR does not clarify the significance of effects upon views of Snowdonia at Mynydd Bodafon.	No	<p>National Grid provided a Preliminary Environmental Information Report (PEIR) as part of the statutory Stage Three Consultation.</p> <p>The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p> <p>Both the landscape and visual assessments have considered the likely significant effect of the Project with the existing overhead line being part of the baseline.</p> <p>Effects on views of Snowdonia at Mynydd Bodafon can be found in the Viewpoint Assessment contained in Appendix 8.2 of Volume 5 of the DCO application (Document 5.8.2.2), which includes viewpoints at Mynydd Bodafon (VP-3/05) and a number of viewpoints which consider effects on the area around Capel Coch.</p>
Section D				
<i>Environment</i>	Impact on views / landscape	Natural Resources Wales states that it is unlikely that the proposed development in this section would have significant effects on the AONB but due to lack of sufficient details at this stage, they	No	Likely significant effects on key views towards and from the AONB have also been considered where appropriate, together with effects on its setting, and effects on visual amenity experienced by sensitive visual receptors.

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		cannot confirm it.		The relevant assessments can be found in Chapter 7 of the ES, Landscape (Document 5.7) and the Viewpoint Assessment contained in Appendix 8.2 (Document 5.8.2.2).
Section E				
<i>Environment</i>	Impact on views / landscape	Based on the images provided in the PEIR, Natural Resources Wales states that with the exception of VP5/12, this section is not intervisible with Snowdonia.	No	<p>Comment noted. Likely significant effects on the landscape of the Snowdonia and effects on key views to and from Snowdonia have been considered together with effects on its setting.</p> <p>The relevant assessments can be found in Chapter 7 of the ES, Landscape (Document 5.7) and the Viewpoint Assessment contained in Appendix 8.2 (Document 5.8.2.2).</p>
Section F				
<i>Environment</i>	Impact on views / landscape	Natural Resources Wales notes that the proposed overhead line may affect views to Snowdonia and asks for photos and further information to assess the scale of impact.	No	<p>Likely significant effects on key views towards and from Snowdonia have been considered together with effects on visual amenity experienced by sensitive visual receptors.</p> <p>The relevant assessments can be found in Chapter 7 of the ES, Landscape (Document 5.7) and the Viewpoint Assessment contained in Appendix 8.2 (Document 5.8.2.2).</p>

Table 8.24: Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW)

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Route Option Alignment				
<i>Environment</i>	Mitigation measures – cultural heritage	RCAHMMW is satisfied with the range of mitigation measures proposed to protect the historic environment in the area. They note that once more information is available, they will decide if they should be further involved.	No	National Grid notes that RCAHMMW is satisfied with the range of mitigation measures proposed to protect the historic environment. The Stage Three Consultation was the final round of project-wide pre-application consultation. Once the application has been accepted by the Planning Inspectorate, all application documents will be published on its website and there will be the opportunity for RCAHMMW to register as an Interested Party to be involved in the examination stage should it so wish.

Table 8.25: The Coal Authority

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
Wylfa substation and the overhead line on Anglesey				
Section D				
<i>Environment</i>	Mitigation measures - sufficient	The Coal Authority confirms that despite being adjacent to the defined coalfield near the Llangefní area, Section D is	No	National Grid welcomes the confirmation from the Coal Authority that they are content with the approach set out in the PEIR. An Environmental Statement has been

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		outside the defined Development High Risk area and no hazards have been recorded that could indicate a risk to land instability. The Coal Authority expresses that it is content with the approach and consideration outlined in the PEIR.		produced and is provided in Volume 5 of the DCO application (Documents 5.1 to 5.21).

Table 8.26: Element Power Ireland Limited (sole owner of Greenwire Transmission Pentir Ltd)

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Route Option Alignment				
<i>Engineering, design and construction</i>	Impact on other infrastructure	Element Power Ireland Limited, which is currently working on a connection to the Pentir substation, would like to work with National Grid through the design stage to ensure both developments complement each other, especially since Element Power Ireland's development would potentially have to move closer to properties to accommodate National Grid's scheme.	No	National Grid has and will continue to work with Element Power to co-ordinate the development of the two projects. The substation design at Pentir has been developed to reduce the extension of the existing site and therefore the requirement for additional land. National Grid is working with Element Power to coordinate the working areas during construction and operation.

Table 8.27: Horizon Nuclear Power Services Limited

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Process</i>	Comments	Horizon Nuclear Power states that the process should take account of local engagement and consultation.	No	<p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area.</p> <ul style="list-style-type: none"> • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid’s statutory obligations.</p> <p>Through the published community documents and technical reports, including this Consultation Report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p>
<i>Request</i>	To be involved further	Would welcome opportunity to engage further with National Grid to discuss crossover between projects and ensure	No	National Grid has been and is continuing to work with Horizon to establish a coordinated connection under the terms of the commercial agreement to provide a secure

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		consistency, and are keen to ensure that safety, operational resilience and schedule are given maximum consideration.		and safe connection. The schedule for both planning and construction of the connection are being closely coordinated within the bounds of the commercial agreement with Horizon.
Policy Principles				
<i>Link to wider policies</i>	Comments	Horizon Nuclear Power states its support for the proposed scheme referencing the Overarching National Policy Statement for Energy and for Electricity Networks Infrastructure, and their desire to see a workable, affordable and reliable connection, delivered on time.	No	National Grid welcomes the support of Horizon Nuclear Power and is working towards a workable, affordable and reliable connection, delivered on time.
Route Option Alignment				
<i>Engineering, Design and Construction</i>	Impact on other infrastructure	Horizon Nuclear Power notes that some parts of the proposed route are not compatible with their proposals for the surrounding area and may require amendments to the land and works plans.	Yes	Following consultation feedback (from Magnox and Horizon Nuclear Power) and further system design assessments, the planned extension to Wylfa substation is no longer a requirement for the proposed connection. The permanent works required to the existing substation to accommodate the new connection are now contained within the existing operational site boundary. Notwithstanding this, National Grid recognises the constraints around access to and from Wylfa substation during construction in light of the works for Wylfa Newydd. National Grid has been and is continuing to work with Horizon Nuclear Power on the development of both

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				projects.

Table 8.28: Magnox

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation process				
<i>Request</i>	To be involved further	They ask for continued involvement throughout the development of the project, including tripartite meetings with National Grid and Horizon.	No	National Grid has been and is continuing to work with Magnox and Horizon Nuclear Power, through tripartite meetings, on the development of both projects.
Wylfa substation and the overhead line on Anglesey				
All parts				
<i>Engineering, Design and Construction</i>	Impact on other infrastructure	They note that National Grid and Horizon activities are likely to coincide and may impact on Magnox Upper Car Park. It is also noted that Magnox Metrological Tower is also affected by the proposal.	Yes	Following consultation feedback (from Magnox and Horizon Nuclear Power) and further system design assessments, the planned extension to Wylfa substation is no longer a requirement for the proposed connection. The works required to the existing substation to accommodate the new connection are now contained within the existing operational site boundary and no longer affect the Magnox Upper Car

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Park.</p> <p>Conversations have been and are continuing in relation to the decommissioning of the Magnox Metrological Tower with both Magnox and Horizon Nuclear Power.</p>

Table 8.29: SP Energy Networks

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Route Option Alignment				
<i>Engineering, Design and Construction</i>	Impact on other infrastructure	SP Energy Networks has apparatus in the development area and asks to be contacted prior to any works. They also ask for the continuation of on-going discussions with National Grid and due consideration to be shown with regards to their infrastructure. They ask to be consulted at the earliest stages of the DCO drafting to ensure that the most appropriate mitigation measures are identified.	No	<p>National Grid has and continues to work closely with SP Energy Networks (now referred to as SP Manweb) and other statutory undertakers potentially affected by the Project to ensure that their interests are properly considered as part of National Grid's development proposals. These discussions include the use of protective provisions.</p> <p>National Grid has undertaken a design review with SP Manweb to validate the third party diversions required to facilitate the North Wales Connection Project. The extent of these third party diversions seeks to reduce the cumulative effect of overhead lines along the length of the connection by placing sections of SP Manweb</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				apparatus underground.

Table 8.30: Wales and West Utilities

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Other</i>	Process request	Wales and West Utilities confirm that they have already provided their feedback to Bruton Knowles, commenting on the proposed route and how it may impact on their gas mains and land ownership. Wales and West Utilities also explain that they have appointed agents to act on their behalf and suggest a joint meeting.	Yes	<p>National Grid continues to engage with Wales and West Utilities and other statutory undertakers potentially affected by the Project to ensure that their interests are properly considered as part of National Grid's development proposals. These discussions include the proposed use of protective provisions or an asset protection agreement, as may be appropriate, for their equipment.</p> <p>In response to the feedback provided by Wales and West Utilities, National Grid relocated a bellmouth to address their concerns.</p>

Table 8.31: Network Rail

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Information</i>	Comments on the provided information	Network Rail explains that the provided information is not sufficiently detailed to enable them to fully assess potential impact on the railway.	No	<p>Following the close of the Stage Three Consultation, National Grid continued to engage with Network Rail as the owner of the road bridges across the Holyhead to Bangor mainline, the use of which is proposed for the Project. This was in respect of the suitability of the bridges for use during construction and operation, and as a landowner.</p> <p>Network Rail has confirmed that the access proposals included within the DCO application are suitable subject to certain traffic management measures set out in the Outline Construction Traffic Management Plan (Document 7.5). These discussions are informing the development of a statement of common ground between National Grid and Network Rail.</p>
Route Option Alignment				
<i>Engineering, Design and Construction</i>	Impact on other infrastructure	Network Rail comments that the proposals would likely impact the railway line by crossing it at two points. They add that they would seek protection from compulsory purchase of operational land, and protection and security of the railway / land interests.	No	<p>Following the close of the Stage Three Consultation, National Grid continued to engage with Network Rail as the owner of the road bridges across the Holyhead to Bangor mainline, the use of which is proposed for the Project. This was in respect of the suitability of the bridges for use during construction and operation, and as a landowner.</p> <p>Network Rail has confirmed that the access proposals included within the DCO application are suitable subject to certain traffic management measures set out in the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				Outline Construction Traffic Management Plan (Document 7.5). These discussions are informing the development of a statement of common ground between National Grid and Network Rail.

8.3 Section 42 Consultation with Local Authorities (Identified Under Section 43)

- 8.3.1 The area of land proposed for the Project is within the administrative boundaries of IACC and Gwynedd Council. National Grid has also consulted those councils that share a boundary with these authorities as prescribed by section 43 of the Act ('A' Councils).
- 8.3.2 The Isle of Anglesey County Council (IACC) and Gwynedd Council (the 'B' Councils under section 43 of the Act) and those which are described as Neighbouring Authorities are listed below:
- Ceredigion County Council (A);
 - Conwy County Borough Council (A);
 - Denbighshire County Council (A);
 - Gwynedd Council (B);
 - Isle of Anglesey County Council (B);
 - Powys County Council (A); and
 - Snowdonia National Park Authority (A).
- 8.3.3 Consultation responses were received from Denbighshire County Council, Gwynedd Council, Isle of Anglesey County Council and Snowdonia National Park Authority. Denbighshire County Council responded to the consultation to confirm that they did not have comments at this stage.
- 8.3.4 **Tables 8.32 to 8.34** contain the summarised responses from the three local authorities who provided comments, confirmation of whether the comments made resulted in a change, and how National Grid had regard to the responses received.
- 8.3.5 The statutory Stage Three Consultation response received from Gwynedd Council comprised three parts:
- a) An overview of the main matters.
 - b) A response to the six questions asked by National Grid within the consultation feedback form.
 - c) A detailed response to the technical documents published as part of the consultation:
 - Project Need Case, 2016
 - Strategic Options Report, 2015, and Strategic Options Report Update, 2016
 - Preferred Route Option Selection Report, 2016
 - Draft Route Alignment Report, 2016
 - Menai Strait Crossing Report, 2016
 - Preliminary Environmental Information Report, 2016
- 8.3.6 Parts a) and b) have been analysed and summarised within **Table 8.32** below. Gwynedd Council noted in their response that the information contained within Part c) reiterates that within Parts a) and b) and therefore Part c) was not included with the Council's report but submitted separately.
- 8.3.7 Due to the detailed and specific nature of the comments in Part c), each paragraph has been copied in to a series of tables and National Grid's response provided as to how that paragraph has been considered and taken in to account. These tables are provided in **Appendix 33** to this report. The tables containing comments on the Preliminary

Environmental Information Report (PEIR) are provided in **Document 5.5.2.2**, an appendix to Chapter 5 of the ES, EIA Consultation (**Document 5.5**).

- 8.3.8 The statutory Stage Three Consultation response received from Isle of Anglesey County Council comprised four parts, a covering letter from the Chief Executive, and three appendices:
- Appendix A – Strategic Report.
 - Appendix B – Consultation Response to the Preliminary Environmental Information Report (PEIR).
 - Appendix C – A review of the Preferred Route Option Selection Report, Draft Route Alignment Report, Menai Strait Crossing Report, Strategic Options Report and Project Needs Case.
- 8.3.9 The covering letter from the Chief Executive and the Strategic Report that forms Appendix A of IACC’s response have been analysed and summarised within **Table 8.33** below.
- 8.3.10 Whilst the formatting is different, the content of Appendix C of IACC’s response is identical to the equivalent sections of Part c) of Gwynedd Council’s response. Both Councils are able to draw on the resources of the consultancy Arup through a framework agreement funded by a Planning Performance Agreement with National Grid, hence the consistency of the response. As such, both council’s comments on the Preferred Route Option Selection Report, Draft Route Alignment Report, Menai Strait Crossing Report, Strategic Options Report and Project Need Case are included only once in **Appendix 33** to this report, which also contains National Grid’s response as to how each paragraph has been considered and taken in to account.
- 8.3.11 IACC’s comments on the PEIR contained in Appendix B of their statutory response include some paragraphs identical to those within the Gwynedd Council response; however there are also some differences. As such, a separate table of comments and National Grid’s response has been provided in **Document 5.5.2.2**, an appendix to Chapter 5 of the ES, EIA Consultation (**Document 5.5**).
- 8.3.12 The statutory Stage Three Consultation response received from Snowdonia National Park Authority comprises a letter, which also references their submission to the Stage Two non-statutory consultation. Both letters have been analysed and summarised in **Table 8.34**.

Table 8.32: Gwynedd Council

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Process</i>	Comments	<p>The Council asks National Grid to consider concerns raised by Anglesey Council (e.g. regarding short and long term impacts on communities) when developing the scheme.</p> <p>The Council appreciates the opportunities that have been provided to try to influence the Project for the benefit of Gwynedd residents over the past few years as the scheme was developed.</p>	No	<p>National Grid has taken account of potential effects on communities (short and long term) during the development of the Project, which has been designed to avoid residential areas and individual properties as far as possible in accordance with the Holford Rules.</p> <p>National Grid has and continues to work with IACC and Gwynedd Council throughout the development of the Project, responding to concerns that have been raised where appropriate.</p>
<i>Information</i>	Comments on the information provided	<p>The Council argues that there is a lack of information / detail regarding several aspects of the scheme, including spoil disposal, baseline ecological data, evidence for water quality / resources / flood risk, impact on communities and environment surrounding the tunnel head building.</p>	No	<p>National Grid provided a Preliminary Environmental Information Report (PEIR) as part of the statutory Stage Three Consultation. Preliminary Environmental Information is defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) as: “<i>information referred to in Part 1 of Schedule 4 which (a) has been compiled by the applicant; and (b) is reasonably required to assess the environmental effects of the development (and of any associated development).</i>”</p> <p>In line with applicable guidance at the time, including PINS Advice Note 7 (March 2015), National Grid used professional judgement to determine the level and type of detail in the PEIR taking account of the:</p> <p><i>“stage in the design process the consultation</i></p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p><i>was carried out;</i></p> <p><i>the target audience; and</i></p> <p><i>the complexity of the proposed development and the receiving environment”.</i></p> <p>PINS Advice Note 7 (March 2015) also sets out that the PEIR is not expected to replicate or be a draft of the Environmental Statement.</p> <p>In compliance with the above, National Grid ensured that the PEIR contained sufficient information to enable both technical and non-technical consultees to develop an informed view of the likely significant environmental effects of the proposed development and to provide detailed comments on the design and mitigation proposed, as appropriate for that stage.</p> <p>The PEIR included information on spoil disposal, baseline ecological data, evidence for water quality / resources / flood risk, impact on communities and environment surrounding the tunnel head building. These topic areas are also covered in the ES, Volume 5 of the DCO application.</p> <p>To aid engagement by the public, the PEIR was presented by section of the route to allow readers to focus on potential effects in geographical areas. Chapter 21 of the PEIR provided a summary of the environmental baseline and potential effects by section of the route, and a non-technical summary of the PEIR was also published.</p> <p>Other information presented by National Grid for the statutory Stage Three Consultation included detailed plans of the Project and technical reports detailing the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>work undertaken to develop the proposed connection.</p> <p>In response to the information presented, including the PEIR, useful and meaningful feedback was received from both technical and non-technical consultees on the development of the Project as well as potential environmental effects and possible mitigation measures, which has further informed production of the Project's ES.</p> <p>The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p>
<i>Request</i>	To be involved further	The Council suggests that consultation be undertaken on additional PEIR details (namely transport, working methods, mitigation for communities and the environment).	No	<p>National Grid ensured that the PEIR contained sufficient information to enable both technical and non-technical consultees to develop an informed view of the likely significant environmental effects of the proposed development and to provide detailed comments on the design and mitigation proposed, as appropriate for that stage and in line with applicable statute, guidance and advice notes.</p> <p>The PEIR included information on transport, working methods, and mitigation for communities and the environment. These topic areas are also covered in the ES, Volume 5 of the DCO application.</p> <p>National Grid has worked with Gwynedd Council throughout the development of the Project and in undertaking the environmental impact assessment (EIA), and will continue to work with it throughout the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Examination period and beyond. This proactive engagement included thematic group meetings in relation to landscape and visual, ecology, the historic environment, traffic and transport, air quality, noise, socio-economic (including tourism), Welsh language, waste and materials, mitigation and enhancement. Through these meetings information was shared where possible to enable informed discussions to take place and to obtain technical feedback from the Gwynedd Council officers. Detail of the engagement with the Gwynedd Council in relation to the EIA is provided in ES Chapter 5: EIA Consultation (Document 5.5) and each relevant chapter of the ES contained in Volume 5 of the DCO application.</p> <p>Alongside the thematic group meetings, stakeholder briefings were held involving Gwynedd Council to update all technical officers on the latest progress with the Project and proposed working methods.</p> <p>In addition, National Grid shared a draft ES with Gwynedd Council, receiving detailed comments which were able to be considered and taken in to account in finalising the ES.</p> <p>National Grid continues to work with Gwynedd Council with a view to agreeing a Statement of Common Ground.</p>
Policy Principles				
<i>Link to wider policies</i>	Comments	The Council urges National Grid to explain how they have considered national and local policies, including the Joint Local Development Plan and	No	National Grid has considered applicable planning policy at national and local levels during the development of the Project in the context of an application for development consent to be made

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		policies relating to landscape, nature conservation and visual amenity.		pursuant to the Planning Act 2008. An explanation of how National Grid has considered national and local policies is provided in the Planning Statement which has been submitted as part of the DCO application (Document 7.14) and in the individual topic chapters of the ES (contained in Volume 5). This includes the adopted Joint Local Development Plan.
Route Option Alignment				
Environment	Further assessment/ details required	The Council notes that they cannot assess the scale of impact due to lack of baseline information and supportive evidence on ecological matters, flood risk and water quality.	No	National Grid's response to Gwynedd Council's comments regarding the amount of baseline information and evidence provided as part of the statutory Stage Three Consultation is provided under the theme ' <i>Information</i> ' above.
<i>Health and Safety</i>	Further assessment/ details required	The Council is concerned that little consideration has been given to potential mental health impacts.	No	<p>Consideration of stress and anxiety</p> <p>National Grid recognises that a number of local residents and stakeholders may have concerns about living close to an overhead line, and that this might cause some stress and anxiety.</p> <p>Potential effects on communities and residents have been reduced through careful routeing and design. National Grid has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.</p> <p>National Grid's team has engaged with landowners and tenants during the development of the Project, via correspondence, phone calls and meetings. This has enabled concerns to be raised and discussed at an</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>early opportunity, and provided a regular point of contact to respond to queries and concerns.</p> <p>National Grid has urged anyone with concerns to get in touch through the North Wales Connection Project Freephone number, address or email throughout the development of the Project:</p> <p style="text-align: center;">0800 990 3567</p> <p style="text-align: center;">Freepost National Grid NW Connection nationalgrid@northwalesconnection.com</p> <p>The issues of stress and anxiety were discussed at the well-being workshop facilitated by Wales Health Impact Assessment Support Unit (WHIASU), the report from which fed into National Grid's Well-being Report (Document 5.27).</p>
<i>Socio-economic impact</i>	Further assessment/ details required	<p>The Council asks for further assessment of:</p> <ul style="list-style-type: none"> • impact on local economy beyond tourism • impacts on residential amenities • worker's accommodation needs, in the context of impact on housing for local people on low incomes • work patterns, workers' profiles and numbers 	No	<p>The socio-economics chapter of the ES (Document 5.17) includes the following analysis:</p> <ul style="list-style-type: none"> • Impact on local economy beyond tourism: A quantitative assessment of construction and employment in relation to the local labour market, and a quantitative assessment of construction expenditure and the proportion that is likely to be captured by the local supply chain. • Impacts on residential amenities: A qualitative assessment of amenity based on the combination of air quality, noise, visual and traffic and transport effects on local communities. • Worker's accommodation needs: An assessment of the potential for increased demand

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>on tourism accommodation created by the presence of construction workers for the Project. Work has been undertaken to estimate the number of available bed spaces, applying peak occupancy rates as a conservative approach. The chapter also considers the significance of effects when the Wylfa Newydd workforce is included to provide a cumulative assessment.</p> <p>Work patterns, workers' profiles and numbers: Information on the construction programme, including work patterns, number of workers and worker profiles, is provided in socio-economic chapter of the ES, as well as information on the type of accommodation likely to be used. The likely effects of construction, including effects of the workforce, are considered in all relevant topics of the ES, including the socio-economic and traffic and transport chapters (Documents 5.17 and 5.13 respectively).</p>
	Impact on business / tourism	The Council understands National Grid's focus on tourism sector but note that the impact assessment should be broadened to address the concerns of other industries, which include traffic congestion and labour shortages.	No	<p>Likely significant traffic and transport effects of the Project have been assessed. Detail is set out in the traffic and transport chapter of the ES (Document 5.13) and the Transport Assessment (Document 5.13.2.1).</p> <p>The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of individual commercial receptors including where a loss of amenity (e.g. due to traffic congestion) may result in a loss of trade. The</p>

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				<p>assessment also includes consideration of a business survey undertaken, which targeted businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p> <p>The socio-economics chapter also includes a quantitative assessment of construction and employment in relation to the local labour market. Due to the specialist nature of the construction activity, most workers are expected to come from outside the region.</p>
	Impact on Welsh language / culture	The Council urges National Grid to consider and mitigate against short and long term impacts on the Welsh language and culture.	No	<p>A Welsh Language Impact Assessment (WLIA) has been undertaken for National Grid by a North Wales based consultancy specialising in undertaking such assessments. The assessment is included in Volume 5 of the DCO application (Document 5.27). The scope and approach of the WLIA was discussed and agreed with IACC and Gwynedd Council, and aligns with the relevant national and local guidance. A draft WLIA was issued to IACC, Gwynedd Council and Welsh Government for comment ahead of submission.</p> <p>The WLIA considered effects on five key aspects of community life: population characteristics, quality of life, economic factors, infrastructure supply and social and cultural aspects. Where effects on Welsh language have been identified as part of the WLIA,</p>

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				<p>mitigation and/or enhancement measures have been proposed as necessary in order to address those effects.</p> <p>Control and management measures for construction of the Project are set out in the Construction Environmental Management Plan (CEMP) (Document 7.4). The CEMP contains a section on Code of Conduct. It specifies that the contractor will be a member of the Considerate Constructors Scheme and will adhere to a Code of Conduct. The Code of Conduct will include sections on respecting the environment, respecting communities and respecting Welsh Language and Welsh Culture. Information will be provided to workers on language awareness, local linguistic and cultural context and how to demonstrate linguistic courtesy and cultural sensitivity. Site inductions and toolbox talks, will include information about Welsh language words and phrases, and information on resources for learning Welsh.</p>
	Other socio-economic impact	<p>The Council is concerned that the influx of external workers would put pressure on local public services and increase cost of private home rental, forcing people on low income to relocate.</p> <p>They also voice concerns that some of the impacts may not be limited only to the construction phase and persist during the operation stage as well.</p> <p>In relation to the Project in Gwynedd substantially affecting one community, the Council raises concerns that the</p>	No	<p>The construction period for the Project is anticipated to be six years with an estimated peak workforce in the region of 450 people. Construction of the overhead line, underground cables and tunnelling would involve specialist contractors, which are unlikely to be available locally.</p> <p>Due to the short duration of the construction periods for each element of the Project, it is National Grid's experience that construction workers are very unlikely to relocate themselves or their families to deliver a contract, reducing the potential pressure on local public services.</p>

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		potential for individuals or families to move away from their community as a result of the development has not been considered.		<p>It is anticipated that workers will use a range of temporary accommodation options including caravans, bed and breakfasts, guest houses and private rental properties (which would likely be houses of multiple occupation, similar shared accommodation or individual rooms in private homes).</p> <p>The socio-economics chapter of the ES (Document 5.17) assesses the potential for increased demand on tourism accommodation and the private rental sector created by the presence of construction workers for the Project. Work has been undertaken to estimate the number of available bed spaces, applying peak occupancy rates as a conservative approach. The chapter also considers the significance of effects when the Wylfa Newydd workforce is included to provide a cumulative assessment.</p> <p>National Grid has, and will continue to liaise closely with Horizon Nuclear Power. These discussions have been wide ranging and have included the potential use of Horizon's proposed Worker Accommodation Management Service (previously called the Construction Worker Accommodation Management Portal). National Grid and Horizon Nuclear Power will continue to keep this matter under review during Examination of the Projects.</p> <p>Once operational, National Grid is likely to require an additional member of staff in North Wales who would live and work in the area.</p> <p>Employment effects during the operational phase of the Project have not been considered in the socio-economics chapter of the ES since these activities are</p>

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				<p>expected to be undertaken by existing National Grid employees, with the potential addition of a new member of staff. As outlined, the likely employment generation that could be directly attributed to the Project would be minimal.</p> <p>The socio-economics chapter of the ES assesses the likely significant effects of the Project on amenity, including on the community of Pentir, taking account of the likely significant potential cumulative effects.</p>
	Mitigation suggestions - business / tourism	<p>To address the concerns of local businesses about the low availability of construction workers during the project, the Council recommends that National Grid develop local construction skills schemes.</p> <p>They also ask for a commitment to a local supply chain so benefits are kept within the community.</p>	No	<p>The construction period for the Project is anticipated to be six years with an estimated peak workforce in the region of 450 people. Construction of the overhead line, underground cables and tunnelling would involve specialist contractors, which are unlikely to be available locally.</p> <p>Due to the skill profile and duration of the Project National Grid is not intending to develop its own construction skills scheme but will work with training providers in the area to ensure that opportunities are available to the local workforce where appropriate.</p> <p>National Grid has and continues to work with IACC, Gwynedd Council and Welsh Government in relation to opportunities for local employment and the local supply chain as a result of the Project.</p> <p>Enhancement opportunities including the use of local workforce are set out in the Enhancement Strategy (Document 7.13), which has been submitted as part of the DCO application.</p>
<i>Other</i>	Mitigation	The information provided for the Stage a	No	National Grid's approach to mitigation and

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<i>mitigation</i>	measures / suggestions	comprehensive mitigation strategy in consultation with the Council, covering land within and outside the application boundaries.		<p>enhancement is defined as:</p> <ul style="list-style-type: none"> • Mitigation by design; • Control and management measures; • Mitigation measures; and • Enhancement. <p>The design of the Project is explained within the Design Report (Document 7.17); control and management measures are set out in the CEMP (Document 7.4) and considered within the EIA. All mitigation measures set out in the ES are also provided in the Schedule of Mitigation (Document 5.28).</p> <p>These measures cover land within the Order Limits.</p> <p>Enhancement opportunities are set out in the Enhancement Strategy, which was informed through meetings with IACC and a draft shared with IACC for comment and input. The final Enhancement Strategy has been submitted as part of the DCO application (Document 7.13). This covers further measures such as voluntary boundary planting could provide benefits to individual properties.</p>
The tunnel underneath the Menai Strait and related equipment				
All parts				
<i>Support and Opposition (explicit)</i>	Support proposals with caveat	The Council welcomes the proposed undergrounding under Menai Strait but reiterates its support for extending the underground connection to the Pentir	No	National Grid carefully considered the siting of the Ty Fodol tunnel head house within Gwynedd and the use of both overhead line and underground cables to complete the connection to Pentir substation. Whilst extending the tunnel to Pentir could reduce the likely

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		substation.		<p>environmental effects of the overhead line in Gwynedd it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, and it would generate additional quantities of spoil resulting in increased traffic movements. As a result, it would also further increase the cost of the scheme.</p> <p>National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed in the context of applicable statute, policy and guidelines.</p> <p>The options in this area were revisited as a result of the consultation comments received in feedback to the Stage Three Consultation, but no new information was presented that altered the above analysis. This is described in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>
<i>Alternative approaches (routeing, underground)</i>	Alternative suggested	The Council asks National Grid to work with the relevant stakeholders to explore the opportunity for constructing a third bridge at Menai Strait that could be used to transport the electricity as well as provide additional road capacity in the area.	No	<p>National Grid has worked, and continues to work, closely with Welsh Government on their plans for a third crossing at the Menai Strait. Welsh Government officials are keen to understand if it's possible for a bridge to carry the new electrical connection needed for Wylfa Newydd. As part of this, Welsh Government has commissioned National Grid to undertake a feasibility study into potential options to use the bridge.</p> <p>There are a lot of things to consider before National Grid and Welsh Government will be able to understand if putting cables of the size required for the new</p>

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				<p>electrical connection on a new bridge is possible. To our knowledge, there are no high voltage transmission cables on a bridge anywhere in the world. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out.</p> <p>In addition, any proposal for a third Menai crossing put forward by Welsh Government needs to be consented and funded before it can go ahead.</p> <p>At the same time, it's vital that National Grid is able to deliver a connection for Horizon in the mid-2020s, when it is expected that Wylfa Newydd would start generating. This is why National Grid is continuing with the plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.</p>
Tunnel construction				
<i>Engineering, Design and Construction</i>	Spoil disposal	<p>The Council notes that the EIA would need to include a strategy for spoil disposal and transporting materials. They add that without this information they cannot assess the scale of the potential impact on the local area.</p> <p>The Council has concerns regarding the management and transport of significant quantities of spoil arising from construction of the tunnel, and await further information as to how this might be managed appropriately.</p>	No	<p>An Outline Waste Management Plan (OWMP) (Document 7.11) has been produced; this considers potential destinations for arisings and has been the subject of discussions at meetings with North Wales Minerals and Waste Planning Service, IACC, Gwynedd Council and NRW, as well as Horizon Nuclear Power.</p> <p>Within the OWMP, potential facilities and sites have been identified on Anglesey and in North Wales for the recovery, recycling and disposal of tunnel spoil. These sites include existing quarries and landfills with permits for recycling material.</p> <p>National Grid will work with the North Wales Minerals</p>

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				<p>and Waste Planning Service, NRW, Welsh Government, IACC and Gwynedd Council to explore opportunities for recycling aggregate as the Project progresses and as and when any new options arise.</p> <p>National Grid has completed a Transport Assessment and Outline Construction Traffic Management Plan (CTMP), contained in Documents 5.13.2.1 and 7.5, in support of the traffic and transport chapter of the ES (Document 5.13). These documents consider the likely significant traffic effects and appropriate mitigation measures for the Project, including effects resulting from the movement of tunnel spoil.</p> <p>Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.</p>
<i>Environment</i>	Impact on air quality	The Council notes that the direction of tunnelling could have a substantial impact on air quality as a result of dust and traffic emissions and would like to receive more information on this.	No	<p>National Grid is seeking to maintain flexibility in terms of tunnelling direction and method, as set out in the Environmental Statement (Volume 5 of the DCO application). However on the basis of currently known information, National Grid's preference is to use a tunnel boring machine to tunnel from Anglesey towards Gwynedd due to the topography and associated shaft depth. National Grid's current understanding of groundwater in the area has resulted in an engineering preference to tunnel uphill which would allow water within the tunnel to move away from the drilling head.</p> <p>As the Project allows flexibility, the likely significant environmental effects of tunnelling from either direction</p>

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				<p>using a tunnel boring machine, or both directions via drill and blast, are assessed in the Environmental Statement (contained in Volume 5 of the DCO application).</p> <p>The air quality chapter of the ES (Document 5.14) and the traffic and transport chapter of the ES (Document 5.13) assess the potential effects of drilling from either direction using the tunnel boring machine and from both directions via drill and blast. National Grid worked with Gwynedd Council in relation to these assessments, sharing information when possible in advance of submission of the DCO application.</p>
	Impact on noise levels	The Council notes that the direction of tunnelling could have substantial impact on noise pollution and would like to receive more information on this.	No	<p>National Grid does not consider that the direction of tunnelling (assuming the same alignment) could have a substantial effect on noise pollution from underground activity, such as groundborne noise.</p> <p>The direction of tunnelling will only result in the effects starting in one direction and finishing in the opposite direction, if the tunnelling direction is changed, the effects remain the same except the directions are reversed. Should construction of the tunnel be carried out through the continuation of the drill and blast technique used to construct the shafts, tunnelling would be carried out from both ends.</p> <p>The assessment of construction noise and vibration is provided in Chapter 15 of the ES (Document 5.15).</p>
<i>Socio-economic impact</i>	Impact on property / residents	Referencing contradictory data in the PEIR report, the Council requests further assurance that vibrations from tunnelling	No	<p>The assessment of construction noise and vibration is provided in Chapter 15 of the ES (Document 5.15).</p> <p>No significant vibration effects on residential properties</p>

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		<p>would not significantly affect residents.</p> <p>The Council also voices concern about the effects of construction on residential amenity, including the possibility of traffic work and equipment haulage taking place outside core hours.</p>		<p>have been identified.</p> <p>The Construction Environmental Management Plan (CEMP) (Document 7.4) outlines the working hours for construction of the scheme. Vehicle movements will take place within these hours, with the exception of occasional abnormal indivisible load (AIL) movements which are deliberately scheduled to reduce effects on general traffic. These movements will be scheduled in advance in liaison with the local highway authorities and the police. Details of these movements are available in the Outline Construction Traffic Management Plan (Document 7.5).</p> <p>The likely significant traffic and transport effects resulting from Project are detailed in the traffic and transport chapter of the ES (Document 5.13) and the Transport Assessment (Document 5.13.2.1).</p>
Gwynedd Tunnel Head and Sealing End Compound				
<i>Environment, Socio-economic impacts</i>	Further assessment/ details required	The Council notes that at this stage they cannot comment on the impacts these parts of the proposal would have on the area as the information provided by National Grid is considered to be insufficient.	No	<p>National Grid provided a Preliminary Environmental Information Report (PEIR) as part of the statutory Stage Three Consultation. Preliminary Environmental Information is defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) as: “<i>information referred to in Part 1 of Schedule 4 which (a) has been compiled by the applicant; and (b) is reasonably required to assess the environmental effects of the development (and of any associated development).</i>”</p> <p>In line with applicable guidance at the time, including PINS Advice Note 7 (March 2015), National Grid used professional judgement to determine the level and type</p>

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				<p>of detail in the PEIR taking account of the:</p> <p><i>“stage in the design process the consultation was carried out;</i></p> <p><i>the target audience; and</i></p> <p><i>the complexity of the proposed development and the receiving environment”.</i></p> <p>PINS Advice Note 7 (March 2015) also sets out that the PEIR is not expected to replicate or be a draft of the Environmental Statement.</p> <p>In compliance with the above, National Grid ensured that the PEIR contained sufficient information to enable both technical and non-technical consultees to develop an informed view of the likely significant environmental effects of the proposed development and to provide detailed comments on the design and mitigation proposed, as appropriate for that stage.</p> <p>To aid engagement by the public, the PEIR was presented by section of the route to allow readers to focus on potential effects in geographical areas. Chapter 21 of the PEIR provided a summary of the environmental baseline and potential effects by section of the route, and a non-technical summary of the PEIR was also published.</p> <p>Other information presented by National Grid for the statutory Stage Three Consultation included detailed plans of the Project and technical reports detailing the work undertaken to develop the proposed connection.</p> <p>In response to the information presented, including the PEIR, useful and meaningful feedback was received</p>

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				<p>from both technical and non-technical consultees on the development of the Project as well as potential environmental effects and possible mitigation measures, which has further informed production of the Project's ES.</p> <p>The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p> <p>National Grid has proactively engaged with Gwynedd Council during the development of the Project, including via meetings, correspondence and thematic group meetings in relation to the following topics: landscape and visual, ecology, the historic environment, geology and hydrology, traffic and transport, air quality, noise, socio-economic (including tourism), Welsh language, and waste and materials. National Grid continues to work with Gwynedd Council with a view to agreeing a Statement of Common Ground.</p> <p>Detail of the engagement with Gwynedd Council in relation to the environmental impact assessment (EIA) is provided in Environmental Statement Chapter 5, EIA Consultation (Document 5.5).</p>
North Gwynedd and Pentir substation				
Overhead line				

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<i>Alternative approaches (routeing, underground)</i>	Prefer undergrounding	The Council objects to the construction of an overhead line in Gwynedd and requests undergrounding of the connection, adding that this would not only allay some of their environmental and socio-economic concerns but would also remove the need for construction of four, pylons and also the sealing head compound and tunnel head building in the Fodol area.	No	<p>National Grid carefully considered the siting of the Ty Fodol tunnel head house within Gwynedd and the use of both overhead line and underground cables to complete the connection to Pentir substation. Whilst extending the tunnel to Pentir could reduce the likely environmental effects of the overhead line in Gwynedd it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, and it would generate additional quantities of spoil resulting in increased traffic movements. As a result, it would also further increase the cost of the scheme.</p> <p>National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed in the context of applicable statute, policy and guidelines.</p> <p>The options in this area were revisited as a result of the consultation comments received in feedback to the Stage Three Consultation, but no new information was presented that altered the above analysis. This is described in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>
<i>Cost</i>	Cost of undergrounding	When calculating the cost of undergrounding, the Council asks National Grid to consider the additional cost against the cost of the entire project as well as consider the sustainability	No	When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables,

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		impact of overground lines.		<p>either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback</p>

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				<p>together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p>
<i>Environment</i>	Impact on cultural heritage	The Council is concerned about the potential impact on sites of archaeological significance such as Fodol Ganol (CN175), as well as the Faenol and registered gardens and park. They ask for further surveys to be undertaken, suggesting that further archaeological remains could be present in the area.	No	<p>National Grid has considered the historic environment in the development of the Project. Potential effects on historic assets were considered during the identification of the preferred route corridor and route option, and in the detailed design of the connection alignment.</p> <p>For example, alongside consultation feedback, an important factor in the decision to place the proposed connection underground in the area of the Menai Strait were the location of the Plas Newydd and the Vaynol</p>

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				<p>Estate Registered Parks and Gardens, both protected heritage assets. As a result of this there will be no direct disturbance to the Vaynol Registered Park and Garden, with a tunnel deep underneath the park ensuring that it will be avoided. The Tŷ Fodol tunnel head house has also been located in order to avoid Fodol Ganol (CN175) and to avoid any need for the overhead line to oversail the monument.</p> <p>Effects on the historic environment have been assessed and are reported in Chapter 10 of the ES, Historic Environment (Document 5.10), and this includes an assessment of likely significant effects on the settings of both of these assets.</p> <p>Surveys have been completed as part of the EIA and this has included a geophysical survey, the scope of which was agreed with IACC and Gwynedd Council. The geophysical survey covered the site of the proposed Tŷ Fodol tunnel head house as well as adjoining land. This was then followed by the excavation of trial trenches to identify whether further archaeological remains are present within this area which could be affected by the Project. The results of the geophysical survey and the trial trenches are reported in Chapter 10 of the ES, Historic Environment (Document 5.10). Control and management measures are set out in the CEMP (Document 7.4) and the Archaeological Strategy (Document 7.8).</p>
	Impact on views / landscape	The Council raises substantial concerns about potential visual impact of the four proposed pylons, especially when considered in combination with the	No	National Grid carefully considered the siting of the Ty Fodol tunnel head house within Gwynedd and the use of both overhead line and underground cables to complete the connection to Pentir substation. Whilst

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		existing overhead line.		<p>extending the tunnel to Pentir could reduce the likely environmental effects of the overhead line in Gwynedd it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, and it would generate additional quantities of spoil resulting in increased traffic movements. As a result, it would also further increase the cost of the scheme.</p> <p>National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed in the context of applicable statute, policy and guidelines.</p> <p>The options in this area were revisited as a result of the consultation comments received in feedback to the Stage Three Consultation, but no new information was presented that altered the above analysis. This is described in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>
	Impact on noise levels	The Council notes that when choosing the equipment, National Grid should consider potential noise impacts, adding that the pylons are too close to a number of properties. However, they argue that not much can be done to mitigate the impacts and reiterate their request for undergrounding the connection.	Yes	National Grid carefully considered the siting of the Ty Fodol tunnel head house within Gwynedd and the use of both overhead line and underground cables to complete the connection to Pentir substation. Whilst extending the tunnel to Pentir could reduce the likely environmental effects of the overhead line in Gwynedd it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, and it would generate additional quantities of spoil resulting in increased traffic

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>movements. As a result, it would also further increase the cost of the scheme.</p> <p>National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed in the context of applicable statute, policy and guidelines.</p> <p>The options in this area were revisited as a result of the consultation comments received in feedback to the Stage Three Consultation, but no new information was presented that altered the above analysis. This is described in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>The Council's comments that the pylons are too close to properties in the Fodol area was considered as part of the design process, which informed the decision to amend the alignment of the pylons in this area to increase the distance between the pylons and the closest properties. Amendments to the Project are detailed in the Design Report (Document 7.17).</p> <p>Operational noise effects</p> <p>National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings. Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.</p> <p>Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is minimised.</p> <p>Noise levels and the effect on residential properties are carefully considered when planning new infrastructure. The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including in relation to local residents. Construction noise is considered in Chapter 15 of the ES, and operational noise in Chapter 16 (Documents 5.15 and 5.16 respectively).</p>
<i>Socio-economic impact</i>	Impact on properties / residents	The Council notes that despite the largely rural character of the area, there are some houses which would be in close proximity to the pylons and are likely to be impacted. They add that the	No	<p>Community stress and anxiety</p> <p>National Grid recognises that a number of local residents and stakeholders may have concerns about living close to an overhead line, and that this might</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>Wellbeing assessment undertaken by National Grid makes no reference to the potential impact on mental health or families/individuals relocating because of the project.</p> <p>The Council is concerned for National Grid to consider the cumulative impacts of construction of this project alongside other known projects (construction of Wylfa Newydd, decommissioning of Wylfa, upgrading work between Pentir and Trawsfynydd).</p>		<p>cause some stress and anxiety.</p> <p>Potential effects on communities and residents have been reduced through careful routing and design. National Grid has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.</p> <p>National Grid's team has engaged with landowners and tenants during the development of the Project, via correspondence, phone calls and meetings. This has enabled concerns to be raised and discussed at an early opportunity, and provided a regular point of contact to respond to queries and concerns.</p> <p>National Grid has urged anyone with concerns to get in touch through the North Wales Connection Project Freephone number, address or email throughout the development of the Project:</p> <p style="text-align: center;">0800 990 3567</p> <p style="text-align: center;">Freepost National Grid NW Connection nationalgrid@northwalesconnection.com</p> <p>The issues of stress and anxiety were discussed at the well-being workshop facilitated by Wales Health Impact Assessment Support Unit (WHIASU), the report from which fed into National Grid's Well-being Report (Document 5.27).</p> <p>Well-being Report</p> <p>National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However,</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.</p> <p>Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (Document 5.27).</p> <p>The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.</p> <p>Consideration of cumulative effects</p> <p>The final Project has been subject to environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume 5 of the DCO application (Documents 5.1 to 5.21). The ES sets out the likely significant short and long term environmental effects arising during construction and operation, including likely significant cumulative effects, and appropriate mitigation. The list of developments</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>included in the assessment of inter-project effects was provided to IACC, Gwynedd Council, NRW and Welsh Government for comment, and includes Wylfa Newydd power station, and the decommissioning of Wylfa Nuclear power station.</p> <p>Inter-project cumulative effects are presented in section 10 of each of the topic specific chapters of the ES (Documents 5.7 to 5.18) and the inter-project cumulative impact assessment is presented in Chapter 20 of the ES (Document 5.20). Upgrading work between Pentir and Trawsfynydd in considered in ES Chapter 21, Combined Effects with the Wider Works (Document 5.21).</p>
<i>Transport</i>	Impact on local road network	The Council expresses concerns about increased traffic during construction with a specific reference to the A55, A487 and A5 and Britannia Bridge. They urge National Grid to consider the potential traffic impact in conjunction with the impact posed by Wylfa Newydd project.	No	<p>Likely significant traffic and transport effects of the Project have been assessed. Detail is set out in the traffic and transport chapter of the ES (Document 5.13) and the Transport Assessment (Document 5.13.2.1).</p> <p>The scope of the Transport Assessment has been agreed with Welsh Government, IACC and Gwynedd Council, including the extent of the trunk road network that has been assessed. This covers the A55, A487 and A5 and Britannia Bridge.</p> <p>The ES, along with a more detailed Transport Assessment report, takes into consideration the traffic and transport effect of relevant schemes that could result in likely significant cumulative effect, including Wylfa Newydd.</p>
	Mitigation suggestions -	The Council suggests that National Grid should use the railway to transport	No	The nature of overhead line construction can involve numerous concurrent work locations which

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	traffic	workers and goods.		<p>construction workers, equipment and materials have to reach. It is therefore not feasible to use the railway to transport workers and/or goods for the overhead line.</p> <p>The potential to use the railway to transport spoil from the tunnel and to bring in concrete lining segments has also been considered. There are no existing sidings or rail loading facilities in close proximity to either tunnel head house sites or substation locations. The amount of material being generated from the tunnel or substation works would make the construction of such a siding or rail loading facility for this purpose unviable. Furthermore, the construction of a siding would require a significant amount of materials and therefore HGV movements in itself. In any case, the use of any other sidings in the region would not reduce the amount of HGV movements generated, as the tunnel spoil would need to be transported to these facilities by road and any materials would need to be transported from these facilities to the construction sites by road.</p>

Table 8.33: Isle of Anglesey County Council (IACC)

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Information</i>	Comments on	The Council criticises the level of detail,	No	National Grid provided a Preliminary Environmental

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	the provided information	clarity and consistency of information, arguing that this made the documents difficult to understand. They also note that there are important omissions in the summary of National Grid’s Stakeholder, Community and Amenity Policy in Section 3.3.5 of the Preferred Route Option Selection Report.		<p>Information Report (PEIR) as part of the statutory Stage Three Consultation. Preliminary Environmental Information is defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) as: <i>“information referred to in Part 1 of Schedule 4 which (a) has been compiled by the applicant; and (b) is reasonably required to assess the environmental effects of the development (and of any associated development).”</i></p> <p>In line with applicable guidance at the time, including PINS Advice Note 7 (March 2015), National Grid used professional judgement to determine the level and type of detail in the PEIR taking account of the:</p> <p><i>“stage in the design process the consultation was carried out;</i></p> <p><i>the target audience; and</i></p> <p><i>the complexity of the proposed development and the receiving environment”.</i></p> <p>PINS Advice Note 7 (March 2015) also sets out that the PEIR is not expected to replicate or be a draft of the Environmental Statement.</p> <p>In compliance with the above, National Grid ensured that the PEIR contained sufficient information to enable both technical and non-technical consultees to develop an informed view of the likely significant environmental effects of the proposed development and to provide detailed comments on the design and mitigation proposed, as appropriate for that stage.</p> <p>To aid engagement by the public, the PEIR was presented by section of the route to allow readers to</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>focus on potential effects in geographical areas. Chapter 21 of the PEIR provided a summary of the environmental baseline and potential effects by section of the route, and a non-technical summary of the PEIR was also published.</p> <p>Other information presented by National Grid for the statutory Stage Three Consultation included detailed plans of the Project and technical reports detailing the work undertaken to develop the proposed connection.</p> <p>In response to the information presented, including the PEIR, useful and meaningful feedback was received from both technical and non-technical consultees on the development of the Project as well as potential environmental effects and possible mitigation measures, which has further informed production of the Project's ES.</p> <p>The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p> <p>There is no Section 3.3.5 in the Preferred Route Option Selection Report. In Section 2.5 a brief description of National Grid's Stakeholder, Community and Amenity Policy is provided to aid the reader in understanding the background to the Project and the selection of the preferred route option for the North Wales Connection Project. The Report focussed on the elements of the Stakeholder, Community and Amenity Policy of relevance to the selection of the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				preferred route option, rather than repeat the Policy verbatim.
<i>Process</i>	Challenges	<p>The Council argues that National Grid has not set out clearly how previous consultation responses have influenced the project.</p> <p>They ask for further consultation on the updated SOR (including on detailed mitigation measures) and Need Case prior to DCO submission.</p> <p>They note that this is the first time proposed construction compound locations have been consulted on and National Grid should think how to engage the public in such technical discussions.</p>	No	<p>At each stage of consultation, feedback has been sought from the public and stakeholders on all aspects of the Project. All responses have been read and considered by the project team. This has ensured that the views of the public and stakeholders have been recognised and consciously balanced in National Grid's decision making process. Details of the feedback received and how National Grid had regard to the comments made were published after each period of consultation in the Stage One and Stage Two Consultation Feedback Reports (Appendices 2 and 11 to this report), and this report.</p> <p>The technical reports published at the Stage Two and Stage Three Consultations summarise the relevant consultation feedback received and explain how this influenced the Project.</p> <p>In addition, the Overview document produced for the Stage Three Consultation set out summaries of feedback from previous rounds of consultation, including comments that influenced the Project and also those that challenged the proposals and National Grid's work.</p> <p>When National Grid was unable to make changes in response to feedback, the reason has been explained in the community documents and technical reports that have been published, including this Consultation Report and previous Consultation Feedback Reports.</p> <p>National Grid has been clear in setting out how</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>previous consultation responses have influenced the Project.</p> <p>The Strategic Options Report (2015), Strategic Options Report Update (2016) (Documents 9.8.2 and 9.8.3) and Project Need Case (2016) (Document 9.7.3) were published as part of the statutory Stage Three Consultation. These documents have been updated and provided as part of the DCO application (Documents 7.1 and 7.2).</p> <p>National Grid has proactively engaged with IACC during the development of the Project, including via meetings, correspondence and thematic group meetings to share as much information as possible in advance of submission. This included a specific workshop on the strategic options and sharing a draft ES with IACC, who responded with detailed comments that National Grid were able to consider and take in to account in finalising the ES and updated Strategic Options Report.</p> <p>National Grid continues to work with IACC with a view to agreeing a Statement of Common Ground.</p> <p>The location of the construction compounds were shown in the information published for the Stage Three Consultation, including the project Overview document (Appendix 24 to this report). This document was a summary of the technical information provided for consultation and referenced in the Project Newsletter issued to all households in the Stage Three Consultation zone. The construction compounds were also shown where relevant on the detailed plans contained in Volume 3: Plans of the Stage Three</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Consultation.</p> <p>Construction compounds were shown for the first time at the Stage Three Consultation reflecting the evolution of the Project design at that stage (to an alignment for the connection) compared to the route options consulted upon at the Stage Two Consultation.</p>
<i>Request</i>	To be further involved	<p>The Council urges National Grid to continue to engage with stakeholders on specific issues, including overall design of the connection and the option for a bridge crossing of the Menai Strait.</p> <p>They also ask for a programme of engagement between IACC and National Grid, to identify:</p> <ul style="list-style-type: none"> • when relevant information will be available; • when design changes or mitigation measures will be proposed, consulted on and agreed; and • how these measures will be secured and delivered under the proposed DCO. 	No	<p>National Grid has proactively engaged with IACC and other stakeholders during the development of the Project, including via meetings, correspondence and thematic group meetings in relation to the following topics: landscape and visual, ecology, the historic environment, geology and hydrology, traffic and transport, air quality, noise, socio-economic (including tourism), Welsh language, and waste and materials.</p> <p>This engagement included discussions on the design of the Project, mitigation and enhancement opportunities, and specific meetings to discuss the DCO wording and a Section 106 agreement. National Grid also shared a draft ES with IACC and other technical stakeholders for review and comment.</p> <p>National Grid continues to work with IACC, including in relation to mitigation measures and enhancement opportunities and how these will be secured and delivered, with a view to agreeing a Statement of Common Ground.</p> <p>Third bridge crossing of the Menai Strait</p> <p>National Grid has worked, and continues to work, closely with Welsh Government on their plans for a third crossing at the Menai Strait. Welsh Government officials are keen to understand if it's possible for a</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>bridge to carry the new electrical connection needed for Wylfa Newydd. As part of this, Welsh Government has commissioned National Grid to undertake a feasibility study into potential options to use the bridge.</p> <p>There are a lot of things to consider before National Grid and Welsh Government will be able to understand if putting cables of the size required for the new electrical connection on a new bridge is possible. To our knowledge, there are no high voltage transmission cables on a bridge anywhere in the world. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out.</p> <p>In addition, any proposal for a third Menai crossing put forward by Welsh Government needs to be consented and funded before it can go ahead.</p> <p>At the same time, it's vital that National Grid is able to deliver a connection for Horizon in the mid-2020s, when it is expected that Wylfa Newydd would start generating. This is why National Grid is continuing with the plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.</p>
Policy Principles				
<i>Link to wider policies</i>	Comments	The Council references a range of policies and guidelines that National Grid should take into consideration, including the Wellbeing Goals for Anglesey, National Wellbeing Goals, Town and Country Planning Act, sustainable	No	<p>National Grid thanks the Council for confirming the range of policies which they consider are relevant to the Project.</p> <p>All relevant policies have been taken in to account during the development of the Project and where</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		development principles, Horlock Rules, Welsh Education Strategic Plan, IACC Destination Management Plan, Wellbeing of Future Generations (Wales) Act.		appropriate in undertaking the environmental impact assessment, as documented in Volume 5 of the DCO application, and the Planning Statement (Document 7.14).
Route Option Alignment				
<i>Alternative approaches (routeing, underground)</i>	Prefer undergrounding	<p>The Council expresses its preference for a total underground route, adding that they will be undertaking a systematic assessment of opportunities for additional lengths of underground cable and will provide proposals accordingly.</p> <p>They add that National Grid's preferred option could be challenged given the current deficiencies in supporting evidence and assessment.</p>	No	<p>National Grid notes the Council's preference for a fully underground option.</p> <p>When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new</p>

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				<p>overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>(Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p> <p>National Grid has proactively engaged with IACC during the development of the Project, and had a close working relationship with the Council's Officers. To date (1st August 2018), no proposals for additional lengths of underground cable have been provided by IACC, beyond the Council's formal position that the whole connection should be placed underground. This has been raised by National Grid in both meetings and by letter to IACC.</p> <p>National Grid considers the decisions made in relation to technology choice for the connection and routeing to be robust, as set out in this Consultation Report and other DCO application documents.</p> <p>National Grid's response to the Council's challenge on the information, evidence and assessment provided for the Stage Three Consultation is provided under the theme '<i>Information</i>' above.</p>
<i>Selection process</i>	Further details / assessment required	There is a significant concern about the level of information provided to date, including inadequate assessment of intra-project effects, lack of detail on mitigation, and overall lack of evidence to support statements.	No	<p>National Grid's response to the Council's challenge on the information, evidence and assessment provided for the Stage Three Consultation is provided under the theme '<i>Information</i>' above.</p> <p>The Project has been subject to environmental assessment throughout its development, with professionals from appropriate disciplines involved in</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>the appraisal of design options for the proposed connection. The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume 5 of the DCO application (Documents 5.1 to 5.21). The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation.</p> <p>Inter-project cumulative effects are presented in section 10 of each of the topic specific chapters of the ES (Documents 5.7 to 5.18) and the inter-project cumulative effects assessment is presented in Chapter 20 of the ES (Document 5.20).</p> <p>National Grid's approach to mitigation is explained in Chapter 6 of the ES (Document 5.6), specific mitigation proposals are set out in section 9 of each of the topic chapters of the ES (Documents 5.7 to 5.18), and an overall schedule of mitigation is provided in Document 5.28.</p> <p>Alongside the ES, National Grid has produced and submitted a Construction Environment Management Plan (CEMP) (Document 7.4), which sets out the environmental control, mitigation and management measures. Compliance with the CEMP and other management plans is to be secured by a Requirement imposed on the Development Consent Order.</p>
<i>Cost</i>	Comment on the cost of the overground	The Council is concerned that cost has been the main factor in decision making, at the expense of other factors such as the potential cumulative environmental,	No	When designing new connections National Grid is required by national policy (National Policy Statement EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations,

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	connection	<p>economic and social impacts.</p> <p>They ask National Grid to provide total lifecycle costings for the different strategic options, including mitigation, adding that at this stage the lack of detailed cost appraisal does not allow them to verify the cost conclusions. Overall, the Council argues, the cost model fails to take account of possible design changes, which highlights the importance of back-checking costs.</p> <p>Discussing the projected cost increase, the Councils asks if this is a result of the Menai Strait crossing and notes that tunnel costs could increase further as a result of contingencies and possible geological issues.</p>		<p>including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals.</p> <p>The Strategic Option Report costs are early stage indicative estimates of the construction, capital and lifetime costs to allow a high level cost comparison of options. They are based on a high level scope of works defined for each Strategic Option in respect of each technology option that is considered to be feasible. This is considered appropriate to the strategic options stage of the project development process.</p> <p>National Grid takes account of equivalent assumptions for each option. The capital cost estimates are based on generalised unit costs for the key elements of each option. They include costs for the transmission equipment and also for the installation of that equipment but do not include any project or site specific costs or requirements that may later be found to be applicable to a particular option. As such, when strategic options are subject to detailed consideration and development, the total cost is highly likely to increase.</p> <p>The 2018 Strategic Options Report demonstrates that even when the additional costs identified through detailed design (including the tunnel in the area of the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Menai Strait) are added to the cost of the overhead line Strategic Option 3, there is still a significant cost differential between the preferred Strategic Option and the alternatives.</p> <p>Following consideration of environmental, community, cost and technical factors, National Grid considers that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line. National Grid considers that the Project would fulfil its statutory duties and complies with national planning policy. The Strategic Options Report (Document 7.2) contains further information on this decision. The Planning Statement (Document 7.14) sets out how the Project complies with national planning policy.</p>
<i>Cumulative impact</i>	Comments	The Council requests the consideration of cumulative adverse effects and related mitigation measures.	No	<p>Inter-project cumulative effects are presented in section 10 of each of the topic specific chapters of the ES (Documents 5.7 to 5.18) and the inter-project cumulative effects assessment is presented in Chapter 20 of the ES (Document 5.20).</p> <p>Where appropriate, mitigation measures are detailed in the relevant chapter of the ES (Volume 5 of the DCO application, Documents 5.1 to 5.21).</p>
<i>Environment</i>	Impact on views / landscape	Concern that the proposed infrastructure (including pylons, two rows of lines and associated buildings) would impact the Wales Coastal Path and thus tourism.	No	<p>An options appraisal was undertaken on the proposed route corridors and technologies associated with the Project in order to arrive at the proposed design. This process gave due consideration to potential social and economic effects including tourism, taking account of users of the Wales Coastal Path. Potential concerns about tourism are often linked to landscape and visual amenity concerns. The design taken forward has been</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>developed to reduce landscape and visual effects, taking account of other considerations, including the decision to place the connection underground in the area of the Menai Strait, which includes the Wales Coastal Path and Anglesey AONB.</p> <p>The visual assessment contained in Chapter 8 of the ES (Document 5.8) considers effects of the Project on key views and general visual amenity from users of the Wales Coastal Path, with the existing overhead line and associated infrastructure being part of the baseline.</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, including the Wales Coastal Path.</p> <p>The Wales Coastal Path will remain open during construction, with short diversions in place. The potential effect of these diversions on users of the Wales Coastal Path is assessed in the traffic and transport ES Chapter (Document 5.13).</p> <p>Measures to reduce effects on public rights of way are outlined in the Public Rights of Way Management Plan (Document 7.6).</p>
	Other environmental impact	The Council urges any potential environmental impacts to be fully described and assessed in the ES, adding that they expect to be consulted on the Flood Consequences Assessment prior to DCO submission.	No	<p>The Environmental Statement (Volume 5) has fully assessed the construction, operation, maintenance and decommissioning of the Project in accordance with the EIA Regulations.</p> <p>IACC, Gwynedd Council and NRW have been consulted throughout the preparation of the Flood Consequences Assessment (FCA), through meetings</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>of the hydrology and drainage thematic group and via the issue of an FCA method statement in March 2017. Formal comments on the method statement were received and responses provided. This has informed the final FCAs provided in the appendices to Chapter 12: Water quality, resources and flood risk (Document 5.12.2).</p>
	Mitigation measures - landscape	<p>The Council makes a range of screening and landscaping suggestions to mitigate the potential visual impact, adding that the process to agree off-site enhancements would be lengthy, so the process should start early.</p>	Yes	<p>The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8), both chapters also include consideration of likely significant cumulative effects.</p> <p>These chapters also contain mitigation measures proposed to reduce the landscape and visual effects of the Project.</p> <p>National Grid approach to mitigation and enhancement is defined as:</p> <ul style="list-style-type: none"> • Mitigation by design; • Control and management measures; • Mitigation measures; and • Enhancement. <p>Mitigation by design for example through the routing of the connection and pylon choice has reduced the potential visual effects. This is explained within the Design Report (Document 7.17).</p> <p>Control and management measures are set out in the CEMP (Document 7.4) and considered within the EIA.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>This includes a set of Reinstatement Plans (Document 7.4.1.1) showing the trees and hedgerows which would be reinstated post construction.</p> <p>Additional areas for mitigation planting within the Order Limits, informed by discussions with and feedback from IACC, have been identified as shown on Figure 7.12 to 7.16 (Document 5.7.1.12 to 5.7.1.16) which will further reduce the potential visual effects of the connection, as documented in the landscape and visual chapters of the ES (Documents 5.7 and 5.8 respectively).</p> <p>Enhancement opportunities, discussed with IACC, are set out in the Enhancement Strategy, which has been submitted as part of the DCO application (Document 7.13). A Voluntary Residential Planting Scheme (VRSP) is described in the Enhancement Strategy.</p> <p>Screening planting is more effective when undertaken close to the receptor and therefore properties identified in the Residential Visual Amenity Assessment (Document 5.8.2.3) as being eligible for the VRSP will be offered screening planting to help reduce the effects of the Project.</p>
<i>Health and safety</i>	EMF impact	The Council expects a separate EMF document to be submitted with the DCO submission, evaluating both overhead and underground lines.	No	<p>National Grid has produced a standalone Electric and Magnetic Fields (EMF) Report which has been submitted in support of the DCO application in Volume 5 (Document 5.25). This includes consideration of all relevant assets that form part of the Project.</p> <p>Anyone with questions or concerns regarding EMF can visit the website www.emfs.info or contact the helpline on 0845 702 3270 or</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				emfhelpline@nationalgrid.com .
	Health impact	The Council expects a Health Impact Assessment to be produced, in the spirit of the Wellbeing of Future Generations (Wales) Act 2015.	No	<p>Well-being Report</p> <p>National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.</p> <p>Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (Document 5.27).</p> <p>The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.</p>
<i>Socio-economic impacts</i>	Impact on property value / saleability	The Council asks for concerns regarding property devaluation to be acknowledged and addressed.	No	<p>Effect on property value</p> <p>The Project has been designed to avoid residential areas and individual properties as far as possible, in</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.</p> <p>In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p>
	Impact on tourism	Regarding tourism in the Menai Strait area, the Council asks National Grid to provide evidence to back up their claims in the Menai Strait Crossing Report that the industry near Option 5B would not be impacted by overhead lines in the area.	No	<p>Paragraph 7.3.53 of the Menai Strait Crossing Report (Document 9.6) notes that the businesses in the area of overhead line Option 5B include a garden nursery, a hand car wash, a furniture showroom, a window sales centre and retail warehouse businesses. National Grid considers it reasonable to make the judgement that customers would not be deterred from using these businesses as a result of an overhead line nearby.</p> <p>The options appraisal process used by National Grid to develop new connections relies on the use of background information proportionate to the stage in the options appraisal process and professional judgement. The information provided on the nature of the trade and operations of the businesses in the area of Option 5B and the professional judgement used to state that “none of the businesses / commercial properties are likely to experience a loss in trade as a result of amenity effects from the introduction of an overhead line” is considered robust.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	Impact on Welsh language	The Council stresses the importance of preserving the Welsh language in Anglesey and asks National Grid to share the Welsh Language and Culture Impact Assessment with them.	No	<p>A Welsh Language Impact Assessment (WLIA) has been undertaken for National Grid by a North Wales based consultancy specialising in undertaking such assessments. The assessment is included in Volume 5 of the DCO application (Document 5.27). The scope and approach of the WLIA was discussed and agreed with IACC and Gwynedd Council, and aligns with the relevant national and local guidance. A draft WLIA was issued to IACC, Gwynedd Council and Welsh Government for comment ahead of submission.</p> <p>The WLIA considered effects on five key aspects of community life: population characteristics, quality of life, economic factors, infrastructure supply and social and cultural aspects. Where effects on Welsh language have been identified as part of the WLIA, mitigation and/or enhancement measures have been proposed as necessary in order to address those effects.</p> <p>Control and management measures for construction of the Project are set out in the Construction Environmental Management Plan (CEMP) (Document 7.4). The CEMP contains a section on Code of Conduct. It specifies that the contractor will be a member of the Considerate Constructors Scheme and will adhere to a Code of Conduct. The Code of Conduct will include sections on respecting the environment, respecting communities and respecting Welsh Language and Welsh Culture. Information will be provided to workers on language awareness, local linguistic and cultural context and how to demonstrate linguistic courtesy and cultural sensitivity. Site inductions and toolbox talks, will include information</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				about Welsh language words and phrases, and information on resources for learning Welsh.
	Mitigation measures – impact on properties / residents	The Council expects National Grid to use local labour and businesses to construct and maintain the connection.	No	<p>The construction period for the Project is anticipated to be six years with an estimated peak workforce in the region of 450 people. Construction of the overhead line, underground cables and tunnelling would involve specialist contractors, which are unlikely to be available locally.</p> <p>National Grid has and continues to work with IACC, Gwynedd Council and Welsh Government in relation to opportunities for local employment and the local supply chain as a result of the Project.</p> <p>Enhancement opportunities including the use of local workforce are set out in the Enhancement Strategy (Document 7.13), which has been submitted as part of the DCO application.</p>
<i>Transport</i>	Further assessment / details required	The Council argues that National Grid has taken insufficient account of traffic and transport implications of the proposals and requests a range of additional assessments. Locations that require specific focus include Braint and Britannia Bridge.	Yes	<p>National Grid's response to the Council's challenge on the information, evidence and assessment provided for the Stage Three Consultation is provided under the theme '<i>Information</i>' above.</p> <p>Likely significant traffic and transport effects of the Project have been assessed. Detail is set out in the traffic and transport chapter of the ES (Document 5.13) and the Transport Assessment (Document 5.13.2.1).</p> <p>The scope of the Transport Assessment has been agreed with Welsh Government, IACC and Gwynedd Council, including the extent of the trunk road network that has been assessed. This covers the road network</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>surrounding Braint and the Britannia Bridge.</p> <p>Extensive consultation has been undertaken with the local highway authorities, which has informed the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.</p> <p>The construction access strategy around Braint has evolved through detailed discussions with IACC highway authority officers, resulting in a focussed community consultation on the proposed construction routes in the area. The community consultation and associated feedback is outlined in Chapter 14 of this Report, with comments from IACC described in Chapter 5 of the ES, EIA Consultation (Document 5.5).</p>
	Mitigation measures - transport	<p>The Council makes specific transport related mitigation suggestions:</p> <ul style="list-style-type: none"> • plan and promote alternative routes (rights of way, cycle paths etc.); • make design changes to minimise impacts on public rights of way; • modify vehicle routes; and • produce a revised Construction Traffic Management Plan. 	Yes	<p>Extensive consultation has been undertaken with the local highway authorities, including the public rights of way officers. This has informed the Project, including the proposed construction traffic routes, use of temporary access tracks to reduce effects on the public highway, and measures to avoid or reduce effects on the public rights of way network.</p> <p>A revised and expanded Outline Construction Traffic Management Plan (Document 7.5) and a Public Rights of Way Management Plan (Document 7.6) have been produced, both of which include a range of appropriate mitigation and management measures.</p>
Strategic Options				

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>Consenting strategy</i>	Comments	<p>Referencing other aspects of the North Wales Connection Project, the Council states that National Grid lacks a clear and comprehensive consenting strategy, which was previously requested in response to scoping.</p> <p>The Council asks National Grid to submit an updated Memorandum of Understanding.</p>	No	<p>In preparation for the Stage One Consultation, National Grid established its preference for an overhead line to provide the second connection between the substations at Wylfa and Pentir, which therefore would be subject to a DCO.</p> <p>Ongoing discussions were held with IACC on the consenting strategy for the Project, with updates provided when practicable. A draft Memorandum of Understanding was submitted for comment prior to the Stage Three Consultation.</p> <p>Following Royal Assent of the Wales Bill 2017 on 31st January 2017, it was agreed between IACC, Gwynedd Council and National Grid that a previously drafted Memorandum of Understanding on the route to consent for the North Wales Connection Project was no longer necessary. This was agreed at the Level 2 Planning Performance Agreement meeting held on 24th July 2017.</p> <p>Consent for all elements of the North Wales Connection Project required for the connection between the substations at Wylfa and Pentir have been sought via the DCO application. Works required to the wider North Wales electricity transmission network are subject to their appropriate consents, and considered within the inter-project cumulative effects assessment, part of the ES (Document 5.20).</p>
Wylfa substation and the overhead line on Anglesey				
All parts				

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>Support and Opposition (explicit)</i>	Oppose overhead line	The Council strongly opposes additional overhead lines and pylons across Anglesey.	No	<p>As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
<i>Socio-economic impact</i>	Impact on business / tourism	Stressing the importance of the landscape for tourism, the Council is concerned that the proposed development would reduce visitor numbers, thereby impacting the local economy. Related to this, they note that the A55 and A4080 are widely used by tourists and affecting the views from	No	An options appraisal was undertaken on the proposed route corridors and technologies associated with the Project in order to arrive at the proposed design. This process gave due consideration to potential social and economic effects including tourism, taking account of road users. This also considered the locations of visitor attractions and other tourist facilities. Potential concerns about tourism are often linked to landscape

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		these roads would influence visitors' perception of the island.		<p>and visual amenity concerns. The design taken forward has been developed to reduce landscape and visual effects, taking account of other considerations.</p> <p>The visual assessment contained in Chapter 8 of the ES (Document 5.8) considers effects of the Project on views from a range of visual receptors including but not limited to the following: people travelling along the A55 and A4080; people using National Cycle Routes; people using the Wales Coastal Path; people visiting attractions such as Parys Mountain; and other cultural heritage features.</p> <p>The assessment has been undertaken with the existing overhead line and associated infrastructure being part of the baseline.</p> <p>Potential effects on key views have been considered together with effects on general visual amenity experienced by sensitive visual receptors.</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole.</p>
	Impact on properties / residents	The Council add that there is limited information on tunnel head house access and how this might impact Llanfairpwll and Llanddaniel.	No	<p>National Grid's response to the Council's challenge on the information, evidence and assessment provided for the Stage Three Consultation is provided under the theme '<i>Information</i>' above.</p> <p>In response to the information provided for the Stage Three Consultation, helpful feedback was received from IACC highways officers and other consultees on site access during construction. National Grid worked with IACC and Gwynedd Council to understand the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>concerns and to find an appropriate solution.</p> <p>National Grid carefully considered the technical response provided by the highway authority regarding access to the proposed tunnel head house on Anglesey. As a result a new access route has been included within the final Project and the nature of use associated with the three accesses originally proposed has been amended. As a result, the environmental and socio-economic effects of the accesses to the tunnel head house on the communities of Llanfairpwll and Llanddaniel have been substantially reduced. These effects are assessed in the traffic and transport chapter of the ES (Document 5.13).</p>
	Mitigation measures - tourism	<p>To mitigate any potential impact on the tourism industry the Council asks for:</p> <ul style="list-style-type: none"> • additional undergrounding; • resource to provide regular surveys with visitors to gauge impacts; • the provision of a Marketing and Promotional resource; • promotion of alternative routes where rights of ways, byways and cycle pathways are affected; and • advanced planting where woodland would be destroyed. 	Yes	<p>Additional undergrounding</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Mitigation and enhancement</p> <p>Likely significant effects on tourism are set out in the socio-economics chapter of the ES (Document 5.17), with any appropriate mitigation identified.</p> <p>National Grid's approach to mitigation and enhancement is defined as:</p> <ul style="list-style-type: none"> • Mitigation by design; • Control and management measures; • Mitigation measures; and • Enhancement. <p>The design of the Project is explained within the Design Report (Document 7.17); control and management measures are set out in the CEMP (Document 7.4) and considered within the EIA.</p> <p>All mitigation measures set out in the ES are also provided in the Schedule of Mitigation (Document 5.28). This includes how public rights of way and cycleways would be managed and improved, and the replanting and management of the Gylched Covert and the woodland around Pentir substation. In addition, details of new planting proposed around the two tunnel head houses and sealing end compounds are provided in the landscape assessment chapter of the ES (Document 5.7) and illustrated in Documents 5.7.1.12 to 5.7.1.16. With the exception of the Gylched</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Covert and Pentir substation, no woodland is proposed to be removed.</p> <p>Extensive consultation has been undertaken with the local highway authorities, including the public rights of way officers. This has informed the Project, including the measures to avoid or reduce effects on the public rights of way network. A draft Public Rights of Way Management Plan (Document 7.6) has been produced, which includes a range of appropriate mitigation measures.</p> <p>Enhancement opportunities are set out in the Enhancement Strategy, which has been submitted as part of the DCO application (Document 7.13). This covers further measures such as voluntary boundary planting which could provide benefits to individual properties.</p>
	Further assessment / details required	<p>To assess the impact on the tourism industry, the Council requests further analysis of:</p> <ul style="list-style-type: none"> • visitor activity; • local produce and food; • impacts on accommodation; • indirect impacts; and • cumulative / wider impacts. 	No	<p>The socio-economics chapter of the ES (Document 5.17) includes:</p> <ul style="list-style-type: none"> • An assessment of likely significant effects on tourism receptors and on the Anglesey and Gwynedd tourism sectors as a whole, looking at each in turn with a focus on all of Anglesey and the north of Gwynedd. A visitor survey was also undertaken. Effects were considered during both construction (short to medium term) and operation (long term). • An assessment of likely significant effects on commercial receptors, including tourism and non-tourism businesses. A business survey was undertaken targeting businesses which

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>may be affected by the Project. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p> <ul style="list-style-type: none"> • An assessment of the potential for increased demand on tourism accommodation created by the presence of construction workers for the Project. Work has been undertaken to estimate the number of available bed spaces, applying peak occupancy rates as a conservative approach. The chapter also considers the significance of effects when the Wylfa Newydd workforce is included to provide a cumulative assessment. • Consideration of indirect/induced employment and expenditure effects, as well as indirect/induced spend in the tourism sector. <p>Inter-project cumulative effects are presented in section 10 of each of the topic specific chapters of the ES (Document 5.7 to 5.18), including the socio-economics chapter (Document 5.17) which considers likely significant effects on tourism.</p> <p>The inter-project cumulative effects assessment is presented in Chapter 20 of the ES (Document 5.20).</p>
The tunnel underneath the Menai Strait and related equipment				
All parts				
<i>Alternative</i>	Alternative	The Council states its support for a new	No	National Grid has worked, and continues to work,

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>approaches (routeing, underground)</i>	suggested	<p>third bridge crossing, suggesting that National Grid should twin-track two DCO applications to include this option. They add that the money earmarked for a tunnel could be spent on a bridge instead.</p> <p>The Council also expresses concerns that by focusing on a single crossing location without guarantees that this is achievable, National Grid may seek to revert to an overhead line. The Council warns that if the tunnelling option turned out not to be feasible, the SOR and all route options would have to be revisited.</p>		<p>closely with Welsh Government on their plans for a third crossing at the Menai Strait. Welsh Government officials are keen to understand if it's possible for a bridge to carry the new electrical connection needed for Wylfa Newydd. As part of this, Welsh Government has commissioned National Grid to undertake a feasibility study into potential options to use the bridge.</p> <p>There are a lot of things to consider before National Grid and Welsh Government will be able to understand if putting cables of the size required for the new electrical connection on a new bridge is possible. To our knowledge, there are no high voltage transmission cables on a bridge anywhere in the world. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out.</p> <p>In addition, any proposal for a third Menai crossing put forward by Welsh Government needs to be consented and funded before it can go ahead.</p> <p>At the same time, it's vital that National Grid is able to deliver a connection for Horizon in the mid-2020s, when it is expected that Wylfa Newydd would start generating. This is why National Grid is continuing with the plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.</p> <p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals, as the cost of electricity transmission developments ultimately finds its way onto the bills of</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>electricity consumers. Therefore, Ofgem, the energy market regulator, would look for any savings to be passed on to consumers, not allocated to another part of the project.</p> <p>Given the extensive investigations that have been undertaken, National Grid is extremely confident that the tunnel proposal is feasible and achievable.</p>
Tunnel construction				
<i>Engineering, design and construction</i>	Further details / assessment required	<p>The Council states that there is an overall lack of clarity about the choice of location for the tunnel and tunnel heads and asks for specific information / assessment on a range of issues, including:</p> <ul style="list-style-type: none"> • cost / benefit analysis of both options for a tunnel and bridge crossing • energy needs and their impact on the environment • how the search area boundaries have been determined • mitigation measures • if a marine licence is required <p>They also note that the area may have seismic activity and asks how this has been considered.</p>	No	<p>Cost/benefit analysis of crossing options</p> <p>As set out the 2012 publication <i>Our approach to the design and routeing of new electricity transmission lines</i>, National Grid's Options Appraisal methodology takes a number of environmental, socio-economic, technical and cost factors into account when appraising alternatives. This methodology was used during the identification and appraisal of options for crossing the Menai Strait area, as documented in the Menai Strait Crossing Report (Document 9.6).</p> <p>The Options Appraisal process doesn't use a cost-benefit analysis such as a weighting system or scoring of factors. The significant issues under each factor (environmental, socio-economic, technical and cost) are considered qualitatively, ensuring that the reasoning and judgements made for selecting a preferred option is clear and not obscured by any mechanistic scoring or weighting process.</p> <p>Tunnel construction energy needs</p> <p>National Grid has considered energy usage associated with construction of the tunnel. The</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>infrastructure required has been assessed as reported in the ES (Volume 5 of the DCO submission, Documents 5.1 to 5.21).</p> <p>SEC Search Area boundaries</p> <p>The Menai Strait Crossing Report (Document 9.6) identified the wider environmental constraints within the Menai crossing area. The search area boundaries were a guide and to enable National Grid to illustrate how the project was being developed in the Menai crossing area and provide updates to stakeholders and the public, including through the Project Newsletter.</p> <p>Mitigation measures</p> <p>The Environmental Statement (Volume 5), the Outline Construction Traffic Management Plan (Document 7.5) and the Construction Environmental Management Plan (Document 7.4) provide detailed information concerning the mitigation and management measures that National Grid propose at both the Anglesey and Gwynedd tunnel head house sites. This includes information regarding both the construction and operational phases. Examples of mitigation measures proposed include traffic management, landscape screening, habitat creation and drainage attenuation.</p> <p>Marine licence</p> <p>National Grid has confirmed with NRW that a Marine Licence is not required for construction of the tunnel. National Grid has developed a comprehensive schedule for all the consents and licences required for the Project, which are outside the scope of the DCO.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>This is provided the Details of Other Consents and Licences (Document 7.15).</p> <p>Seismic Activity</p> <p>National Grid has employed tunnelling consultants to advise upon the technical challenges of tunnelling beneath the Menai Strait and are confident that the complex geology of the area will not preclude this option. A comprehensive programme of geological boreholes has been undertaken to inform this judgement.</p>
<i>Environment</i>	Further details / assessment required	The Council considers that potentially significant environmental impacts may arise from the preferred crossing at the Menai Strait and asks for the option to continue to be back-checked as part of the EIA process.	No	<p>The likely significant environmental effects of the Project, including the use of a tunnel to cross the Menai Strait, are considered in the topic specific chapters of the Environmental Statement (Documents 5.7 to 5.18).</p> <p>The decisions made to date, including in relation to the design of the connection, have been back-checked, as detailed in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>
<i>Socio-economic impact</i>	Impact on business / tourism	The Council considers that there is limited information on tunnel head house access and how this might impact busy tourist destinations.	No	<p>National Grid's response to the Council's concerns regarding the access proposals presented for the Stage Three Consultation and resulting amendments made is provided under the theme '<i>Socio-economic impact</i>' under comments relating to the '<i>Wylfa substation and the overhead line on Anglesey</i>' above.</p> <p>The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and Transport Assessment report (Document 5.13.2.1).</p> <p>The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.</p>
Sealing end compounds				
<i>Environment</i>	Impact on air quality	The Council notes that there is no reference to air quality impacts in the siting of SECs and asks for these to be assessed as part of the HIA.	No	<p>Air quality was considered in the Menai Strait Crossing Report (Document 9.6), which explained that the appraisal carried out has considered only those environment and socio-economic factors which provide a differentiator between options. In relation to air quality, the report concluded that :</p> <p><i>“Based on our work to date potential effects on air quality would be temporary, and mostly related to construction traffic (which is considered). There is no evidence to suggest that there would be a significant difference between routes / technologies / site locations in terms of effects on air quality and emissions arising from the construction works.”</i></p> <p>As such, a detailed appraisal of air quality was not considered appropriate as part of the Menai Strait crossing options assessment.</p> <p>The air quality assessment contained in Chapter 14 of the ES (Document 5.14) considers all emissions to air that have the potential to cause a significant effect on local air quality.</p> <p>National Grid’s response to the Council’s request that</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>a Health Impact Assessment (HIA) should be produced, in the spirit of the Wellbeing of Future Generations (Wales) Act 2015 is provided under the theme '<i>Health and Safety</i>' above.</p> <p>As the SECs form part of the Project, they have been considered in the Well-being Report (Document 5.27) that National Grid has voluntarily undertaken.</p>
	Impact on noise levels	The Council notes that there is no reference to noise impacts in the siting of SECs and asks for these to be assessed as part of the HIA.	No	<p>Both operational noise and construction noise appraisals were carried out during the options appraisal for the Menai Strait crossing as part of the identification of candidate sealing end compound (SEC) siting areas. This information is included the Menai Strait Crossing Report (Document 9.6).</p> <p>The SECs themselves are not significant sources of noise, their function is to form the termination of the overhead line and connect it to a cable.</p> <p>National Grid's response to the Council's request that a Health Impact Assessment (HIA) should be produced, in the spirit of the Wellbeing of Future Generations (Wales) Act 2015 is provided under the theme '<i>Health and Safety</i>' above.</p> <p>As the SECs form part of the Project, they have been considered in the Well-being Report (Document 5.27) that National Grid has voluntarily undertaken.</p>
<i>Transport</i>	Transport impacts	The Council notes that traffic impacts in the siting of SECs should be assessed as part of the HIA.	No	Traffic and transport appraisals were carried out during the options appraisal for the Menai Strait crossing as part of the identification of candidate sealing end compound (SEC) siting areas. This information is included the Menai Strait Crossing

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Report (Document 9.6).</p> <p>National Grid's response to the Council's request that a Health Impact Assessment (HIA) should be produced, in the spirit of the Wellbeing of Future Generations (Wales) Act 2015 is provided under the theme '<i>Health and Safety</i>' above.</p> <p>As the SECs form part of the Project, they have been considered in the Well-being Report (Document 5.27) that National Grid has voluntarily undertaken.</p>

Table 8.34: Snowdonia National Park

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Route Option Alignment				
<i>Environment</i>	Impact on views / landscape	Snowdonia National Park remains concerned that, despite National Grid's efforts to minimise the visual and landscape impact on the Anglesey AONB, the potential impacts on the broader setting of the National Park remain. Snowdonia National Park also notes that there is potential for the combination of the proposed overhead line and the existing line to obstruct the views of the mountains of Snowdonia	No	<p>Both the landscape and visual assessments contained in Chapters 7 and 8 of the ES respectively (Documents 5.7 and 5.8) have considered the potential effect of the Project with the existing overhead line being part of the baseline. This includes consideration of effects on the Anglesey AONB, Snowdonia National Park and the Llyn AONB.</p> <p>Likely significant effects on key views towards and from Snowdonia (and the Llyn AONB) have been considered together with effects on setting.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		and the hills of the Llyn AONB.		
The tunnel underneath the Menai Strait and related equipment				
All parts				
<i>Support and Opposition (explicit)</i>	Support	Snowdonia National Park expresses its support for the proposed undergrounding at the Menai Strait.	No	National Grid notes the support of Snowdonia National Park for the proposed undergrounding at the Menai Strait.

9. SECTION 42 CONSULTATION WITH PERSONS WITH AN INTEREST IN LAND (PILS)

9.1 Introduction

9.1.1 Section 42 of the Act sets out whom the applicant must consult in the development of a proposed DCO application. This includes persons identified as prescribed consultees in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended), local authorities, and a Person with an Interest in the Land. This chapter summarises feedback provided by Persons with an Interest in Land; feedback from prescribed consultees and local authorities is addressed in **Chapter 8** of this report.

9.1.2 Persons with an Interest in Land (PILs) are defined in section 44 of the Act as:

- Category 1 – includes owners, lessees, tenants and occupiers of the land within the proposed development area (“Order Limits”).
- Category 2 – includes parties that are interested in the land or have the power to sell, convey or release the land within the Order Limits.
- Category 3 – a person known to National Grid after making diligent inquiry who would or might be entitled to make a relevant claim.

PIL Identification and Engagement

9.1.3 National Grid has sought to identify everyone who has an interest in the land affected by the Project. Diligent enquires have been made through the use of public sources of information, such as title registration data from HM Land Registry (including regular updates), to identify people with an interest in land and from who land rights may be required. Landowner consultees were identified by National Grid by undertaking diligent inquiries.

9.1.4 For the Stage Three Consultation and in the absence of final order limits or survey information to identify where significant effects might be experienced, the referencing limits were set to the widest extent of land to which the Project considered parties may have a relevant claim for compensation. The referencing limits for the Stage Three Consultation phase were identified as:

- The Proposed Project Boundary (PPB) (which included what would ultimately become the Order Limits / Limit of Land to be Acquired or Used (LLAU) (where different from the Order Limits)).
- All land interests within a 10 metre buffer outside the PPB to identify frontage interests and properties in the close vicinity of the works.
- All additional receptors (including, but not limited to, residential, commercial and community addresses) within 75 metres of the Limit of Deviation (LoD) for the 400kV line, the construction compounds and all substations.
- All receptors identified as potentially giving rise to a relevant claim due to effects such as operational noise.
- Any beneficiaries of water abstraction licences that may be impacted by dewatering and any other party that is likely to be a relevant claimant.

Land referencing methodology

9.1.5 National Grid sought to identify everyone who has an interest in the land affected by the Project through use of a land referencing methodology. The methodology comprised:

- Securing Land Registry data in the form of a digital shape file and digital copies of the Official Copies Registers and Title Plans. All relevant freehold, leasehold, mortgagee, beneficiary, other charges, private rights and restrictive covenant information was extracted and stored in a land referencing database. Updates were requested from the Land Registry on a quarterly basis to ensure that any changes which occurred prior to Stage Three Consultation and again before the submission of the Book of Reference, were captured.
- Additional desktop activities were also undertaken to confirm information received through the Land Registry. For example, Companies House searches were undertaken to ensure registered companies details were verified and the registered office was appropriate for the service of notices and other correspondence.
- Prior to undertaking PIL contact site visits, PIL forms were posted using Royal Mail to all parties to confirm their interest and request further information. This included a request for information about a recipients own interests, associated third party interests and the spatial extent of the property. Respondents were asked to complete the questionnaires, amend boundary plans where required, and return the completed documents to the land referencing team in pre-paid envelopes. Recipients of the PIL form were also offered the means to respond or ask questions via email or via a dedicated project telephone number. Where PIL forms had not been returned from a property, site teams attempted to complete the questionnaires during contact site visits.
- Land interest information was requested from Major Land Owners (MLO) including Local Authorities and Statutory Undertakers and other landowners with multiple land ownerships, through letter and email requests for information.
- Site visits were undertaken in order to gain an understanding of the physical attributes on the ground such as occupation, use and potential likely ownership. All land parcels were visited where access was available by public highway or rights of way, or by permission of the land owner if relevant.
- Contact site visits to all land parcels were undertaken in order to speak to land owners and occupiers at their properties and identify and confirm the ownership and occupation details.
- Where land ownership information could not be ascertained through desktop or site referencing methods, local land charges searches were undertaken and National Grid's land referencing team erected notices on site. These notices were checked regularly for six weeks and replaced if they were removed. All updates were recorded in the land referencing database and Project Geographical Information System (GIS).
- Prior to the Stage Three Consultation and again prior to submission of the application, the assembled land referencing data was confirmed and corroborated by carrying out a Land Registry update to capture any changes that had occurred.

Identification of relevant claimants

- 9.1.6 A Category 3 PIL is a person who, if the Development Consent Order for the Project were to be made and fully implemented, would or might be entitled to make a relevant claim for compensation as a result of the Project's implementation, construction or operation, both inside and outside the Order Limits
- 9.1.7 National Grid sought to identify potential Category 3 PILs for the Stage Three Consultation. In the absence of final Order Limits or completed survey information to identify where all effects which could give rise to a relevant claim for compensation might be, National Grid sought to apply referencing limits to the widest extent that the Project thinks parties might be entitled to make such a claim. Following a review of the potential effects of the Project

in June 2016 the following buffers were applied to the draft Order Limits for the purpose of consultation under section 42 of the Act:

- The identification of owners, lessees etc. will include all those within the draft Order Limits plus those with an interest in:
 - A buffer of 10 metres applied to the draft Order Limits to allow for minor changes of design and to include any adjacent subsoil interests.
 - A 75 metre buffer from the widest extents of any substations.
 - A 75 metre buffer from the widest extents of any construction compounds and tunnel construction compounds.
 - A 75 metre buffer around the new 400kV line alignment (measured from the centreline).
 - Any land /receptors identified as being adversely affected by environmental effects relating to or by the construction or operation of works such as the owners might be entitled to make a relevant claim.
 - Any land benefitting from water abstraction licences that may be impacted by dewatering.

9.1.8 The effects of the Project which may give rise to a relevant claim, either individually or cumulatively have been kept under review through the development of the Project to ensure that all potential Category 3 PILs have been identified and consulted on the Project.

Consultation and Engagement

9.1.9 National Grid directly engaged PILs through Project correspondence and offered face-to-face meetings to ensure that each PIL understood their rights and role in the ongoing process, and to discuss the Project and its implications. The provision of Project letters, newsletters, press releases and newspaper advertisements also sought to ensure that PILs were aware of and engaged in the non-statutory Stage Two Consultation and statutory Stage Three Consultation.

9.1.10 In the summer prior to the commencement of the Stage Three Consultation, each PIL was issued with a project update containing a copy of the latest Project News. This correspondence also advised PILs if their land was still affected, was no longer required for the Project or if their land was required for survey. This correspondence was sent to PILs on the 5th July 2016. A redacted copy of this letter is provided in **Appendix 14**.

9.1.11 The Stage Three Consultation commenced on 5th October 2016 and closed on the 16th December 2016. The consultation included information on the detailed route and the location of pylons, pylon design, the proposed tunnel under the Menai Strait and extensions to the existing substations at Wylfa and Pentir. It also included temporary works such as construction compounds, road access points and lay-down areas, transport routes for the delivery of materials and removal of waste, and screening and other mitigation measures. Information was also provided on all options considered throughout the development of the Project, so that people were able to comment on any aspect of the Project's development.

9.1.12 865 PILs within the Stage Three Consultation Zone were sent letters on the 3rd October 2016 in advance of the formal consultation commencing. PILs within the Consultation Zone also received a copy of the Project Newsletter issued on the 5th October 2016. Further section 42, 44 and 47 letters were sent to PILs on the following dates:

- 5th October 2016 – Letters were sent out to 42 PILs to their secondary addresses.
- 10th October 2016 – Letters were sent to two PILs following the receipt of a Land Interest Questionnaire (LIQ) which identified contact details for two tenants.

- 11th October 2016 – Letters were re-issued to three PILs following the return of three letters identified as being ‘undeliverable’. The letters were sent to PILs at their alternative address.
- 12th October 2016 – Letters were re-issued to British Broadcasting Service and The Co-Operative Bank following the return of the original correspondence and being advised that they were undeliverable.
- 14th October 2016 – A letter was sent to a PIL following the return of the original letter being identified as being undeliverable. An alternative address was found for the PIL.
- 3rd November 2016 – Letters were sent to two new PILs following the receipt of updated LIQ’s.

9.1.13 PILs were encouraged to formally respond to the Stage Three Consultation by completion of the online or postal feedback form or by making a formal written representation. These responses have been analysed, reported and responded to within **Sections 9.2 to 9.15** of this report. In addition, notes were taken by National Grid representatives during face-to-face meetings with PILs and recorded as a formal record. National Grid has reported on these responses in **Sections 9.15 and 9.16** of this report, including summaries of the comments made by PILs and an explanation of how National Grid had regard to the feedback provided.

Chapter Structure

Feedback received during the Stage Three Consultation

- 9.1.14 **Sections 9.2 to 9.14** contain summaries of feedback provided by PILs on the Project as a whole, from the end to end connection through to a particular section of the route or potential effect of the Project, together with an explanation of how National Grid had regard to the feedback provided. These sections include requests from PILs to change the technology choice for the connection, such as placing the connection in the sea or underground. The feedback summaries provided were produced by DbyD in accordance with the methodology described in **Chapter 3 (Section 3.14)**.
- 9.1.15 **Sections 9.2 and 9.3** summarise comments which do not relate to a particular section of the route or where a particular section has not been specified. These comments relate either to the route overall or to the principles behind the Project, alternatives considered or route selection. Following this, comments relating to each of the sections of the proposed route are discussed in turn (**Sections 9.4 to 9.13**). To aid the reader in clearly distinguishing between comments on each section of the route, the same colour coding that was used for the route sections in the Stage Three Consultation has been used for headings and text boxes (section A - purple, section B - orange, section C - green, section D - pink, section E - blue, and section F - red). Grey headings and text boxes are used for feedback which does not relate to a specific section of the route. Feedback on the consultation process is summarised in **Section 9.14**.
- 9.1.16 **Section 9.15** describes feedback received from PILs that focussed on a specific element or elements of the connection, such as the overhead line alignment, the position of the pylons, where the access tracks were proposed etc. The purpose of this distinction is to clearly record the detailed comments received from PILs, the majority of which related to their land holding or tenancy, and to demonstrate how National Grid has had regard to the feedback provided.
- 9.1.17 The table contained in **Section 9.15** anonymously identifies each PIL that responded to the Stage Three Consultation through an individual PIL reference number. A PIL may have two or more PIL numbers if they own parcels of land jointly with another person or persons. Where a PIL made a specific request for a change to be accommodated within their land holding (such as a change to the access track or the location of an individual pylon) this is

recorded along with the action taken by National Grid to accommodate any subsequent changes or an explanation for why the change could not be accommodated.

Feedback received after the Stage Three Consultation

- 9.1.18 Since concluding the Stage Three Consultation, National Grid has continued to refine the proposals and further reduce potential adverse effects where appropriate. Following further design iterations, National Grid made some amendments to the Order Limits. Due to new landownership being affected by the amendments to the Order Limits, additional PILs were identified that were not therefore consulted as a PIL during the Stage Three Consultation.
- 9.1.19 **Section 9.16** describes the consultation and engagement undertaken with PILs following the close of the Stage Three Consultation. This includes:
- Consultation under section 42 of the Act with additional PILs identified after the close of the consultation due to changes in landownership.
 - Consultation under section 42 of the Act with additional PILs identified following design iterations and amendments to the Order Limits after the close of the Stage Three Consultation, many of which were the result of consultation feedback received.
- 9.1.20 National Grid has been diligent in identifying all new PILs affected by the Project and engaging with them in accordance with section 42 of the Planning Act.

Book of Reference

- 9.1.21 Each PIL has an individual file recording all information that has been provided by National Grid to the PIL and a record of every meeting and discussion with National Grid. The information obtained from PILs was reviewed and fed into the design process to inform and influence the development of the Project. National Grid has sought confirmation from PILs that the records represent an accurate record of all interests affecting that person's land. This information has been inputted where appropriate into the detailed Book of Reference (**Document 3.3**), which formally records all relevant land interests within or affected by the proposed Order Limits.
- 9.1.22 National Grid is aware of a small number of PILs within the red line boundary for whom their legal rights on the land is unclear. A number of attempts have been made to obtain this information. These PILs are included in the Book of Reference as Category 1 persons on a precautionary basis.

9.2 Feedback received on the overall project (non-section specific)

- 9.2.1 The paragraphs below summarise comments submitted by PILs in response to the Stage Three Consultation that relate either to the route overall or to the principles behind the Project. Most often they do not relate to a particular section of the route or a particular section has not been specified. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.
- 9.2.2 This section excludes comments received on the consultation process as these are discussed at **Section 9.14**.
- 9.2.3 Where considered helpful, verbatim quotes from feedback have been used to broadly represent the points being discussed. These are provided in quotation marks and *italics*, with the source noted.

Project and Principles

Policies, guidelines and precedents

- 9.2.4 A number of respondents reference the Holford Rules, primarily in relation to Section E, which they say would exacerbate the wirescape in the surrounding area and be in direct contravention of the Rules.

“This concentration or ‘wirescape’ would be further exacerbated by this Route Option, as this means routeing new transmission pylons and cables closer to residential properties and tourist destinations within this community, again in direct contravention with Holford Rules and NPS EN-5, i.e. by dominating isolated houses, farms and other small scale settlements.” (Source: Campaign response)

NATIONAL GRID’S RESPONSE

The Holford Rules

The Holford Rules provides guidance when routeing new overhead transmission lines and is one of the many considerations that National Grid takes in to account when developing a new connection. Alongside the Holford Rules, National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations.

National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance with the existing overhead line in the landscape. In this way, the synchronised designs do not result in a ‘discordant wirescape’, in accordance with the guidance set out in the Holford Rules. National Grid also proposes to remove smaller overhead lines and distribution network wood poles, which would further reduce the potential effects of the wirescape in the locality.

National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One and Stage Two Consultations, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.

The connection in Section E

In the Menai Strait area National Grid has proposed the use of a tunnel to carry the connection between Anglesey and north Gwynedd. Where the connection approaches the Menai Strait area the location of the overhead line is just one element of the required ‘end to end’ solution that is needed to deliver the connection. The other elements include the tunnel, shafts, tunnel head houses and cable sealing end compounds. The location of all the elements must work together to provide an end to end solution, and the location of each element is affected by factors such as geological conditions, engineering and environmental considerations, health and safety, consultation feedback and cost.

National Grid considers that the Project provides the most appropriate balance of all the factors that fall to be considered, with the connection placed in a tunnel in the area of the Menai Strait, routeing the second overhead line away from the existing overhead line in Section E.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

Planning policy

- 9.2.5 One respondent notes that much of the area is classed as ‘green belt’ and National Grid should respect this and not build an overhead line.

NATIONAL GRID’S RESPONSE

Whilst the area through which the project is routed is largely an open rural landscape, it is not designated as green belt in planning policy terms. An explanation of relevant planning policy and how it has been considered is provided in the Planning Statement (**Document 7.14**).

Wylfa Newydd and nuclear power

- 9.2.6 A small number of respondents comment on nuclear power or specifically on Wylfa Newydd. Their comments include a preference for other power generation technologies such as wind or tidal, opposition to Wylfa B due to safety concerns, and concern that the local area is already going to be disrupted due to the construction of the new power station. Some respondents query the need case for the Project, asking whether another nuclear power station is needed on Anglesey with one suggesting that this should be built closer to consumers, e.g. in Manchester.

NATIONAL GRID'S RESPONSE

Need Case

Wales and the rest of the UK needs new secure and reliable energy supplies while at the same time tackling climate change. This means a large investment in new low carbon power sources. This new energy needs to be able to get to the homes and businesses that need it throughout Wales and the UK, via the national electricity grid.

In the overarching National Policy Statement for Energy (EN-1) (July 2011), the Government sets out the need for all types of nationally significant energy infrastructure projects, including new nuclear power stations. EN-1 states that *“nuclear power generation is a low carbon, proven technology, which is anticipated to play an increasingly important role as we move to diversify and decarbonise our sources of electricity. It is Government policy that new nuclear power should be able to contribute as much as possible to the UK’s need for new capacity.”* The National Policy Statement for Nuclear Power Generation (EN-6) (July 2011) identified Wylfa as a site that the Government has determined is potentially suitable for the deployment of a new nuclear power station before the end of 2025.

National Grid is contractually obliged to connect Horizon Nuclear Power’s proposed nuclear power station, Wylfa Newydd. To do this, National Grid needs to build a new connection as the existing infrastructure does not have sufficient capacity to provide a secure and reliable connection for this new power station. The existing network was sufficient to connect the now decommissioned Wylfa A Magnox station as this had a much lower capacity than the proposed Wylfa Newydd.

The National Electricity Transmission System Security and Quality of Supply Standard (SQSS) defines the minimum standards that must be applied when planning and operating the electricity transmission system in the UK. It states that following the concurrent fault outage of any two transmission circuits (e.g. the two existing circuits between Wylfa and Pentir) the loss of power infeed shall not exceed 1.8GW. This is in order to safeguard the reliable operation of the grid system. Given that the proposed Wylfa Newydd power station has a capacity of 2.8GW, additional circuits would therefore be needed to comply with the SQSS and National Grid’s duties under the Electricity Act.

National Grid is contractually bound to connect the proposed 2.8GW Wylfa Newydd nuclear power station, for which a DCO application was submitted in June 2018 by Horizon Nuclear Power and accepted by PINS. National Grid must work towards meeting its contractual obligations to connect Wylfa Newydd, proceeding on the basis that the new nuclear power station is going ahead. If, for any reason, Wylfa Newydd does not go ahead, National Grid would not build a connection for it.

The need for the Project is set out in more detail in National Grid's updated Project Need Case as submitted with the application for development consent (Document 7.1).

Strategic Options

A subsea alternative

- 9.2.7 Respondents commenting on the overall strategic options focus almost exclusively on expressing their preference for a subsea option instead of overhead lines. Several of these respondents simply express an overall preference due to their rejection of an overhead option. Several others reference the experience of other locations such as the Lake District, Western Link, or experience in other countries – either stressing the point that it is unfair for Anglesey not to be treated in a similar way, or to demonstrate the technical feasibility of other options such as subsea.

“Firstly I believe the Grid have failed to provide alternative options for the distribution of power from the proposed new Wylfa site to the mainland. My first preference would have been laying the cable along the sea bed, this is widely used elsewhere and cables are currently in place from Ireland to Wales therefore the option and technology is available.” (Source: PIL - User ID 102501)

- 9.2.8 Others comment that subsea would be worth the cost or cheaper in the long run, or would help to protect the environment.

NATIONAL GRID’S RESPONSE

Subsea

Subsea connection options for Wylfa Newydd present technical and cost challenges.

In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that’s connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid’s ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.

National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.

Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (**Document 7.2**).

A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.

In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**), which provides details of the strategic options considered, including subsea connections, and the reasons for selecting the preferred option.

National Grid’s approach to routeing

In August 2012, National Grid published its Approach to the Design and Routeing of New Electricity Transmission Lines which states:

“Whether the preferred route corridor is predominately overhead, underground or sub-sea, detailed survey and assessment work is carried out to find the alignment of the transmission line which best satisfies all of our obligations and the needs of stakeholders. In doing this we seek to avoid as far as possible any impacts on people, settlements, and environmentally sensitive areas. We continue to refine the route alignment to minimise any visual and other environmental impacts, in consultation with stakeholders and communities.”

The routeing of new transmission lines is informed by the results of consultation and experience of major transmission infrastructure projects. The approach complies with the requirements of the Electricity Act 1989, National Policy Statements EN-1 and EN-5, and retains the principles of the Holford Rules which provide guidance on the routeing of overhead lines.

The approach to the routeing of new electricity transmission lines set out in the National Grid 2012 publication is used as guidance for all of National Grid’s project teams and also provided to stakeholders to provide a transparent and clear understanding of how National Grid designs its transmission lines to meet its statutory obligations.

National Grid does not have an inherent preference for a technology type when developing its connections, and uses the published Approach to the Design and Routeing of New Electricity Transmission Lines process to determine the appropriate balance.

After careful consultation and appraisal of all options National Grid considers the overhead line and tunnel in the Menai Strait area presents the most appropriate balance of environmental, socio-economic, technical and cost considerations.

Project costs

- 9.2.9 A few respondents comment on the overall Project cost, saying that the lifetime costs would favour an alternative option such as subsea, or that the process is a cost cutting exercise at the expense of the people and natural beauty of Anglesey.

NATIONAL GRID’S RESPONSE

When designing new connections National Grid is required by national policy (National Policy Statement EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not the proposals achieve this balance and should be granted consent.

The Strategic Option Report costs are early stage indicative estimates of the construction, capital and lifetime costs to allow a high level cost comparison of options. They are based on a high level scope of works defined for each Strategic Option in respect of each technology option that is considered to be feasible. This is considered appropriate to the strategic options stage of the project development process.

The 2018 Strategic Options Report (**Document 7.2**) demonstrates that even when the additional costs identified through detailed design (including the tunnel in the area of the Menai Strait) are added to the cost of the overhead line Strategic Option 3, there is still a significant cost differential between the preferred Strategic Option and the alternatives.

Following consideration of environmental, community, cost and technical factors, National Grid considers that the most appropriate option for the majority of the route between

Wylfa and Pentir is an overhead line. National Grid considers that the Project would fulfil its statutory duties and complies with national planning policy. The Strategic Options Report (**Document 7.2**) contains further information on this decision. The Planning Statement (**Document 7.14**) sets out how the Project complies with national planning policy.

Subsea

Subsea connection options for Wylfa Newydd present technical and cost challenges.

In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.

National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.

Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (**Document 7.2**).

A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.

In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**), which provides details of the strategic options considered, including subsea connections, and the reasons for selecting the preferred option.

Section Corridors and Options

Support and opposition

- 9.2.10 The majority of respondents discussing section corridors and options focus on their overall challenge or opposition to current proposals. Several of these respondents query the basis

upon which decisions have been made to date, for example where there are likely to be obvious impacts as a result of current proposals.

“Technology has moved on to such an extent that there is no need for you to use overhead lines at all...” (Source: PIL - User ID 367)

- 9.2.11 Other respondents’ challenges are based on specific concerns about possible impacts (see relevant sections below).
- 9.2.12 A small number of respondents express concern that the Project has not taken account of possible future local developments in energy generation beyond Wylfa Newydd.

NATIONAL GRID’S RESPONSE

Decision making process

National Grid’s decision-making process has been informed by engineering work, technical surveys, consultation feedback and a detailed options appraisal undertaken by topic specialists to assess options in the context of environmental, socio-economic, technical and cost considerations. National Grid considers that the Project provides the most appropriate balance of all the factors that fall to be considered. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid’s proposals achieve this balance and should be granted consent.

National Grid has taken into account concerns from communities and businesses about the potential effects of the proposed overhead line and, where appropriate, has worked to reduce these through routeing, pylon choice and mitigation. National Grid considers that keeping the two lines closely parallel for much of the route reduced the geographical extent of effects from overhead transmission lines. This approach was supported in consultation feedback from the Stage One Consultation, which indicated a preference for keeping the connections parallel to keep effects from spreading to areas currently unaffected by 400kv overhead line infrastructure.

National Grid has continued to back-check its decisions throughout the design process to ensure the continued appropriateness of the scheme for which development consent is being sought as summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Future energy developments

National Grid is aware of other proposed generation projects in the North Wales area. These projects may or may not come forward at some point in the future. If any projects do come forward, National Grid will be obliged to provide an offer of connection; and on acceptance of that offer provide the most economic, co-ordinated and efficient solution to connect the project in question. National Grid can only assess the connection options for these projects if and when an application is received and a connection offer is signed. Nevertheless, if other generation projects in the project area come forward it is likely that the new generation capacity will be of a level that will be able to be accommodated on the infrastructure being proposed for the connection of Wylfa Newydd, thus not requiring additional significant additional infrastructure in North Wales.

In addition, smaller generation projects can also apply to be connected via the local distribution network operator, who builds and maintains the local electricity network that connects in to the national electricity transmission system.

Alternatives

- 9.2.13 A number of respondents express an explicit preference for undergrounding, for example saying that this would lessen impacts on people or the environment compared to overhead lines. Some reference the focus on cost, saying that money would not matter when the pylons are still there in 50 years, and that National Grid’s opaque finances make it difficult

to fully understand the cost context. One respondent comments that all consumers should contribute through their bills towards an undergrounding solution.

9.2.14 A small number of respondents suggest that any new pylon route should follow the existing line to minimise landscape impacts.

9.2.15 One respondent asks that the existing line be placed underground.

NATIONAL GRID'S RESPONSE

Underground the new connection

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.

Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.

Provision of cost information

The Strategic Options Report published at each stage of consultation provided an overview of the cost information that National Grid uses for strategic appraisals to compare feasible transmission system development options. An updated Strategic Options Report is provided as part of the DCO application (**Document 7.2**).

As part of the consideration of strategic options, National Grid prepares indicative capital cost estimates. These include costs for the transmission equipment and also for the installation of that equipment. For any new transmission circuits required as part of a strategic option, National Grid prepares lifetime cost estimates. These lifetime cost estimates include the capital cost estimates and also take account of the transmission losses and maintenance costs for transmission equipment over a 40 year lifetime as well as the associated indicative capital cost estimate.

The cost information that National Grid uses to inform the assessment of strategic options and to benchmark the internal National Grid costing systems is provided in a 2012 independent report by Parsons Brinckerhoff, produced in association with Cable Consulting International, entitled ‘Electricity Transmission Costing Study – An Independent Report Endorsed by the Institution of Engineering & Technology’ (widely referred to as the IET Report).

The IET Report was written to satisfy the requirements of the Infrastructure Planning Commission (now the Planning Inspectorate) for information on the costs of feasible transmission options. National Grid considers that the cost information contained in its Strategic Options Reports, which uses the data from the IET Report, provides a robust cost assessment at the strategic options assessment stage.

Parallel routing

National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance with the existing overhead line in the landscape. In this way, the synchronised designs do not result in a ‘discordant wirescape’, in accordance with the guidance set out in the Holford Rules. National Grid also proposes to remove smaller overhead lines and distribution network wood poles, which would further reduce the potential effects of the wirescape in the locality.

National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One and Stage Two Consultations, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.

National Grid has developed proposals for screening planting and wider landscape enhancement to potentially further reduce visual effects upon isolated houses, farms and other small settlements.

Underground the existing line

In developing a new connection such as the North Wales Connection Project, the scope of the development is restricted to that required to meet the terms of the contracts National Grid has, as set out in the Project Needs Case (**Document 7.1**). Both the new and existing connections are required to enable safe and secure transmission of the energy from Wylfa Newydd. Aside from the transpositions required as part of the new, second connection, no changes to the existing pylons are necessary to deliver the North Wales Connection Project.

Environment

Effect on landscape and views

- 9.2.16 Two respondents express concern about possible visual impacts from a new line of pylons (and with reference to cumulative impacts with the existing line) without tying their comment to a particular location.

NATIONAL GRID’S RESPONSE

The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid’s ‘Our approach to the design and routing of new electricity transmission lines’, 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey. The proposed location of the overhead line has been informed by ongoing public and stakeholder consultation including feedback on potential route corridors and route options within the preferred route corridor, alongside detailed assessments undertaken by National Grid.

The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (**Document 5.7**) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

Environmental mitigation measures

- 9.2.17 A respondent focuses on suggested environmental mitigation measures, making specific suggestions for re-routing the line to reduce visual impact.

“If the National Grid followed the path of their existing pylons, that line would terminate within a matter of 615 meters or less from their proposed Sealing End Compound.... Such a line would eliminate any sharp change of direction, reduce the visual and environmental impact as well as keeping your equipment closer together”
(Source: PIL - User ID 103210)

NATIONAL GRID’S RESPONSE

Alternative suggestions for the technology proposed or location of the connection were considered as part of the review of the design following Stage Three Consultation. This review took account of all feedback received, including the specific routing suggestions outlined above.

National Grid appraised the alternative overhead line alignments suggested. However, it is considered that a route parallel to the existing line north of Star connecting to the compound location would result in greater visual effects when viewed from the settlement compared with the proposed alignment.

Socio-economic

Effect on properties/communities (including effect on property value)

- 9.2.18 One respondent expresses concern about possible impacts on the value of local properties without tying their comment to a particular location.

NATIONAL GRID’S RESPONSE

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid’s guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are also considered in the visual assessment chapter of the ES (**Document 5.8**).

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect

on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Effect on business/tourism/local economy

- 9.2.19 Referring to their experience with Wylfa A, one respondent comments that the Project would contribute little to the local economy as most jobs would go to non-local workers. At the same time, they note, the perceived visual impact of the proposed line would be detrimental to the tourist industry.

NATIONAL GRID'S RESPONSE

Contribution to the local economy

The construction period for the Project is anticipated to be six years with an estimated peak workforce in the region of 450 people. Construction of the overhead line, underground cables and tunnelling would involve specialist contractors, which are unlikely to be available locally.

National Grid has and continues to work with IACC, Gwynedd Council and Welsh Government in relation to opportunities for local employment and the local supply chain as a result of the Project.

The socio-economics chapter of the ES (**Document 5.17**) includes consideration of indirect/induced employment and expenditure effects.

Enhancement opportunities including the use of local workforce are set out in the Enhancement Strategy (**Document 7.13**), which has been submitted as part of the DCO application

Tourism – landscape & visual effects

Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (**Document 5.7** and **5.8** respectively).

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.

Assessment of effects on tourism

The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.

National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Socio-economic mitigation measures

- 9.2.20 A number of respondents discuss socio-economic mitigation measures, focussing on compensation or property purchase, either calling for such compensation or commenting that existing proposals are inadequate.

“Proposed payment of £6,000 per pylon as compensation is an insult to the farmers and land owners.” (Source: PILs - Various user IDs)

NATIONAL GRID'S RESPONSE

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Health, Safety and Security

General health concerns and EMF concerns

- 9.2.21 One respondent expresses concern about possible impacts on health without tying their comment to a particular location.

NATIONAL GRID'S RESPONSE

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that "...*Public Health Wales has reviewed the information relating to the matter and concluded that there is no*

evidence to suggest an issue of public health concern.”

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Engineering, Design and Construction

- 9.2.22 One respondent notes that the new line would include a different style of pylon to the existing one, and expresses concern that this would increase rather than reduce visual impact.

NATIONAL GRID'S RESPONSE

National Grid has undertaken a detailed review of all possible pylon types that would achieve the technical requirements of the Project (including the T-pylon design). After careful consideration of the environmental, socio-economic, technical and cost issues associated with each, along with consultation responses, National Grid considers that the use of the standard lattice pylon design represents the most appropriate solution, having regard to the relationship with the existing overhead line. The proposed design is of similar height but overall has a lighter weight design and look thinner than those used on the existing overhead line.

Where the use of low height lattice pylons is considered to have benefits from the environmental and socio-economic perspectives, these have been proposed; specifically in the approaches to the two sealing end compounds. This includes the use of three low height pylons in the view south from the village of Star.

Considerations in respect of pylon design are detailed further in the Draft Route Alignment Report Wylfa to the Menai Crossing Area (**Document 9.5**) and in the Design Report (**Document 7.17**).

9.3 Feedback received on Wylfa to Pentir route (all sections)

- 9.3.1 This section summarises comments that discuss the route as a whole, as well as comments that do not specify which section of the Wylfa to Pentir route they are referring to. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 9.3.2 Many respondents commenting on the overall route express opposition to the use of overhead lines and pylons in the area, sometimes in conjunction with saying they prefer an alternative (discussed below) and referencing schemes elsewhere in the country where National Grid has undergrounded proposed new overhead lines.
- 9.3.3 A few respondents argue that there has been insufficient assessment with respect to the overall route, specifically in relation to health impacts, and the visual and ecological impacts of the proposed sealing end compound on Anglesey.

NATIONAL GRID'S RESPONSE

National Grid's response to comments requesting the use of an alternative technology to connect Wylfa Newydd, including the use of underground cables, is provided under the heading 'Alternatives' below.

National Grid schemes elsewhere in the UK

In August 2012, National Grid published its Approach to the Design and Routeing of New Electricity Transmission Lines which states:

“Whether the preferred route corridor is predominately overhead, underground or sub-sea, detailed survey and assessment work is carried out to find the alignment of the transmission line which best satisfies all of our obligations and the needs of stakeholders. In doing this we seek to avoid as far as possible any impacts on people, settlements, and environmentally sensitive areas. We continue to refine the route alignment to minimise any visual and other environmental impacts, in consultation with stakeholders and communities.”

The routeing of new transmission lines is informed by the results of consultation and experience of major transmission infrastructure projects. The approach complies with the requirements of the Electricity Act 1989, National Policy Statements EN-1 and EN-5, and retains the principles of the Holford Rules which provide guidance on the routeing of overhead lines.

The approach to the routeing of new electricity transmission lines set out in the National Grid 2012 publication is used as guidance for all of National Grid's project teams and also provided to stakeholders to provide a transparent and clear understanding of how National Grid designs its transmission lines to meet its statutory obligations.

National Grid is progressing a number of new transmission connections within England and Wales. As a national transmission company, National Grid needs to apply a consistent approach to its design decisions across the entire transmission system.

This consistent approach includes taking into account any nationally and internationally important designations such as National Parks, Areas of Outstanding Natural Beauty (AONBs), and Special Areas of Conservation (SACs). Where National Grid's projects cannot reasonably avoid such designations, a mix of technologies may be the appropriate choice, and this is the case in North Wales and other parts of the UK.

As part of the North West Coast Connection Project, required for the proposed Moorside nuclear power station in Cumbria, National Grid has proposed an overhead line with the connection placed underground as it passes through the Lake District National Park and beneath Morecombe Bay SAC.

The Hinkley C Connection Project, required for the Hinkley C nuclear power station in Somerset, received development consent in January 2016 for an overhead line connection with an underground section to avoid an AONB.

The Richborough Connection Project, required to connect the Nemo Link® (an electricity interconnector between Belgium and Kent) to National Grid's high voltage electricity network, received development consent in August 2017 for an entirely overhead line connection.

Consistent with the approaches above, the North Wales Connection Project includes an underground section under the Anglesey AONB and the area of the Menai Strait, where it is considered an overhead line would have the most significant visual effects.

Assessment of the route

The Project has been subject to environmental assessment throughout its development, with professionals from appropriate disciplines involved in the appraisal of design options

for the proposed connection. The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume 5 of the DCO application. The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation. Visual and ecological effects of the sealing end compounds are included Chapters 8 and 9 respectively (**Documents 5.8 and 5.9**).

Alongside the ES, National Grid has produced and submitted a Construction Environment Management Plan (CEMP) (**Document 7.4**) and other management plans, which set out the environmental control and mitigation measures. Compliance with the CEMP and other management plans is to be secured by a Requirement imposed on the Development Consent Order.

Health

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that *"....Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern."*

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety

standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Alternatives

- 9.3.4 A few of the respondents discussing alternatives ask that National Grid researches alternative transmission options, while one suggests the power station be moved to an alternative location closer to where the energy supply is needed.

The majority of respondents discussing alternatives, however, focus on undergrounding. Some say that they would like the proposed line undergrounded for the whole route, while others suggest the existing line be put underground alongside either burying the new line or taking it offshore. Discussing the cost of the Project, respondents note that the additional cost of undergrounding would be worth it, and suggest that the interests of National Grid shareholders were being placed above those of people affected by proposals.

NATIONAL GRID'S RESPONSE

Wylfa Newydd

National Grid is contractually bound to connect the proposed 2.8GW Wylfa Newydd nuclear power station, for which a DCO application was submitted in June 2018 by Horizon Nuclear Power and accepted by PINS. National Grid must work towards meeting its contractual obligations to connect Wylfa Newydd, proceeding on the basis that the new nuclear power station is going ahead. If, for any reason, Wylfa Newydd does not go ahead, National Grid would not build a connection for it.

Subsea

Subsea connection options for Wylfa Newydd present technical and cost challenges.

In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.

National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.

Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (**Document 7.2**).

A second connection is required under the terms of National Electricity Transmission

System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.

In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**), which provides details of the strategic options considered, including subsea connections, and the reasons for selecting the preferred option.

Underground

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.

Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.

Underground the existing line

In developing a new connection such as the North Wales Connection Project, the scope of the development is restricted to that required to meet the terms of the contracts National Grid has, as set out in the Project Needs Case (**Document 7.1**). Both the new and existing connections are required to enable safe and secure transmission of the energy from Wylfa Newydd. Aside from the transpositions required as part of the new, second connection, no changes to the existing pylons are necessary to deliver the North Wales Connection Project.

National Grid shareholders

National Grid builds, owns and operates its own electricity transmission network and associated infrastructure. New transmission infrastructure is built based on the future connection of new electricity generation and demand. National Grid pays the many millions of pounds it costs to build a new power transmission line up-front, which is then recovered from consumers through energy bills over the lifetime of the asset, typically 40 years.

National Grid's investment in vital infrastructure in the UK amounts to many billions of pounds, with the funding for these up-front costs coming from National Grid's shareholders and the institutions that lend it money.

Shareholder and institutional investment therefore brings a major benefit to electricity bill payers as it allows the recovery of the cost of National Grid's investment to be spread out over many years, rather than having an up-front spike in household or business electricity bills when National Grid builds a large new transmission line.

For these reasons National Grid has a statutory duty to be coordinated, economic and efficient when developing new transmission proposals.

After careful consultation and appraisal of the options, National Grid considers the overhead line and tunnel in the Menai Strait area represent the most appropriate balance of environmental, socio-economic, technical and cost considerations.

Environment***Effect on landscape and views***

- 9.3.5 The majority of respondents commenting on environmental aspects of the overall Wylfa to Pentir route focus on possible landscape and visual impacts. These respondents say they are concerned the presence of pylons and overhead lines would ruin previously unspoilt parts of Anglesey, have a cumulative visual effect with the existing lines, or generally detrimentally affect the visual environment for locals and tourists.
- 9.3.6 Two respondents raise concerns about the overall environmental impact of the whole route, citing industrialisation and long term effects.

NATIONAL GRID'S RESPONSE

Potential effects on the landscape and visual effects on the local community have been considered throughout the design and assessment work, together with consideration of key views and associated potential effects on tourism.

The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.

The proposed location of the new overhead line has been informed by ongoing public

and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals.

A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where possible through careful routeing and pylon choice. The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in Chapter 8 of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

Effect on noise levels

- 9.3.7 Some respondents discuss their concerns about possible noise impacts from the proposed pylons, particularly in specific weather conditions.

“Noise - Especially during quiet rainy days noise levels can be easily heard 700m away. During windy conditions there is excessive noise from the passing of wind between the power cables. Adding an extra line would certainly increase the noise pollution.” (Source: PILs - Various user IDs)

NATIONAL GRID’S RESPONSE

Operational noise effects

National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.

Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings. Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.

Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is minimised.

Noise levels and the effect on residential properties are carefully considered when planning new infrastructure. The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including in relation to local residents. Construction noise is considered in Chapter 15 of the ES, and operational noise in Chapter 16 (**Documents 5.15** and **5.16** respectively).

Socio-economic

Effect on properties/communities (including effect on property value)

- 9.3.8 The majority of respondents commenting on socio-economic aspects of the overall Wylfa to Pentir route focus on possible impacts on properties and communities. Many of these respondents discuss concerns about the general impact on people’s well-being, sometimes referencing proximity to the proposed overhead lines.

“The proposed new pylons and line across our island will be detrimental to all now and in the future.” (Source: PIL - User ID102453)

- 9.3.9 Others focus specifically on the potential for more overhead lines to impact the value of their own or other people’s properties and land.
- 9.3.10 One respondent points out the cumulative impact on the community (no route section referenced) from two nearby sets of pylons and overhead lines.
- 9.3.11 Another is concerned about the influx of migrant workers and the impact this may have on the Welsh language and culture.

NATIONAL GRID’S RESPONSE

Well-being Report

National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU’s report.

Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (**Document 5.27**).

The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Cumulative effect

An options appraisal was undertaken on the proposed route corridors and technologies associated with the Project in order to arrive at the proposed design. This process gave due consideration to potential cumulative effects on communities of locating the new overhead line within the same corridor as the existing overhead line. The design taken forward has been developed to reduce landscape and visual effects, taking account of other considerations.

National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One and Stage Two Consultations, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.

The visual assessment contained in Chapter 8 of the ES (**Document 5.8**) considers effects of the Project on residents, with the existing overhead line and associated infrastructure being part of the baseline.

Inter-project cumulative effects are presented in section 10 of each of the topic specific chapters of the ES (**Documents 5.7 to 5.18**) and the inter-project cumulative effects assessment is presented in Chapter 20 of the ES (**Document 5.20**). Where appropriate, mitigation measures are also detailed in the relevant chapter of the ES.

Effect on Welsh language and culture

The construction period for the Project is anticipated to be six years with an estimated peak workforce in the region of 450 workers. Construction of the overhead line, underground cables and tunnelling would involve specialist contractors, which are unlikely to be available locally.

Due to the short duration of the construction periods for each element of the Project, it is National Grid's experience that construction workers are very unlikely to relocate themselves or their families to deliver a contract.

A Welsh Language Impact Assessment (WLIA) has been undertaken for National Grid by a North Wales based consultancy specialising in undertaking such assessments. The assessment is included in Volume 5 of the DCO application (**Document 5.27**). The scope and approach of the WLIA was discussed and agreed with IACC and Gwynedd Council, and aligns with the relevant national and local guidance. A draft WLIA was issued to IACC, Gwynedd Council and Welsh Government for comment ahead of submission.

The WLIA considered effects on five key aspects of community life: population characteristics, quality of life, economic factors, infrastructure supply and social and cultural aspects. Where effects on Welsh language have been identified as part of the WLIA, mitigation and/or enhancement measures have been proposed as necessary in order to address those effects.

Control and management measures for construction of the Project are set out in the Construction Environmental Management Plan (CEMP) (**Document 7.4**). The CEMP contains a section on Code of Conduct. It specifies that the contractor will be a member of the Considerate Constructors Scheme and will adhere to a Code of Conduct. The Code of Conduct will include sections on respecting the environment, respecting

communities and respecting Welsh Language and Welsh Culture. Information will be provided to workers on language awareness, local linguistic and cultural context and how to demonstrate linguistic courtesy and cultural sensitivity. Site inductions and toolbox talks, will include information about Welsh language words and phrases, and information on resources for learning Welsh.

Effect on business/tourism/local economy

- 9.3.12 Respondents also commonly comment on the potential for proposals to impact local businesses and the tourism industry across Anglesey, linking possible impacts to the negative visual effect of pylons and overhead lines. Some stress the dependence Anglesey has on the tourism industry.

“The economy heavily relies on tourism. The existing and new pylon line will have a widespread effect across Anglesey on tourism, there the local economy will suffer. Anglesey is known for its views of Snowdonia, unique rural and coastal environment and by erecting another power line will harm and disrupt what Anglesey is renowned for.” (Source: PILs - Various user IDs)

- 9.3.13 Two respondents specifically call out agriculture as a sector they feel would be impacted by current proposals without elaborating further.

NATIONAL GRID’S RESPONSE

Effect on tourism and businesses

Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (**Document 5.7** and **5.8** respectively).

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.

Assessment of effects on tourism

The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.

National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people’s behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the

Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Effect on agriculture

National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in **Table 9.1** and **9.3** of this report and in the Design Report (**Document 7.17**). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.

The agriculture chapter of the ES (**Document 5.18**) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).

Socio-economic mitigation measures

- 9.3.14 A small number of respondents – all providing the same response – stress that National Grid has a duty to clarify proposed mitigation and compensation measures for land and property owners.

NATIONAL GRID'S RESPONSE**Effect on property value**

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy

document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Health, Safety and Security

General health concerns and EMF concerns

- 9.3.15 A number of respondents query the health impacts of living nearby or underneath overhead cables and pylons – for example referencing possible links to leukaemia – with some asking that National Grid undertake further studies. A few respondents specifically reference increased electromagnetic fields (EMFs) as a concern, with some citing studies linking EMFs with cancer (including leukaemia) and depression.

“Health issues have not been discussed in the consultation process. American research has proved that there are more leukaemia cases in and around pylons.”
(Source: PIL - User ID 103224)

NATIONAL GRID’S RESPONSE

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid’s approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that *"...Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern."*

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Safety considerations

- 9.3.16 A small number of respondents – all of whom provide the same response – comment upon possible security implications of the proposed route, specifically the potential for two parallel lines of cables to become a possible terrorist target.

NATIONAL GRID'S RESPONSE

Safety and resilience of the connection

National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on security of supply and safety. These take into account what should happen in the event of an unplanned incident and the loss of a connection to a major generator. In such circumstances, there are safeguards in place to make sure the network can cope. National Grid has teams who do regular scenario planning to make sure the organisation is always prepared for potential unplanned events. By way of assurance, National Grid assesses its network against important performance indicators which have found that the national electricity network is 99.9% reliable.

All technology options including subsea and underground connections require some above ground infrastructure (such as substations, sealing end compounds, converter stations). To a certain extent, all National Grid's infrastructure – whether above or below ground – is potentially vulnerable to extreme scenarios. As such, this would not be a strategic reason to choose underground technology rather than overhead. Indeed, in the event of an incident, access for operation, repair and the speed at which this can be achieved is much quicker on overhead, when compared to underground, connections. It's also worth noting that other nuclear power stations in the UK have been connected using two sets of overhead lines for a number of years. For example, Sizewell B nuclear power station in Suffolk has been generating energy since 1995 and is connected with two parallel overhead lines.

National Grid is responsible for the safe and reliable operation of the proposed connection and is absolutely committed to this. National Grid follow all relevant guidelines to make sure its connections are robust in the face of any incident, whether intentional or accidental. The organisation follows a stringent process to meet security standards when designing new connections as outlined in the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS). National Grid is confident that the Project is fully compliant with the NETS SQSS.

9.4 Feedback received on Section A

9.4.1 This section summarises comments from PILs that discuss Section A of the route. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Alternatives

9.4.2 Two respondents ask that overhead lines be undergrounded in this area, relating to concerns about impacts on local properties (see below).

NATIONAL GRID'S RESPONSE

Undergrounding in Section A

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has reviewed the feedback suggestions for undergrounding certain sections of the overhead line route, including the Mechell area of Section A.

The North Wales Connection Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) identified the section between Wylfa and Llanfechell as sensitive, recognising the potential for effects on Cemaes and Treglele. At that stage it was considered that an overhead line route could be identified that would comply with relevant national planning policies and National Grid's statutory duties.

National Grid considers that the design process, which has taken into account environmental and technical considerations, has resulted in the sensitive routeing of the connection.

National Grid considered its proposals for an overhead line in this area against the policy tests set out in the NPSs at each stage in the development of the Project and the benefits of an underground connection do not outweigh the likely environmental effects, increased technical complexity and cost of an underground solution. Further detail can be found in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Where appropriate potential effects on communities and residents have been reduced through careful routeing and design. National Grid has looked in detail to reduce effects through synchronising the proposed overhead line with the existing overhead line,

reducing the number of pylons in Section A and reducing the number of angle towers (which are heavier in appearance).

National Grid has proposed screening planting and wider landscape enhancement opportunities in this area and throughout the route. Details are provided in the Enhancement Strategy (**Document 7.13**).

Socio-economic

Effect on properties/communities (including effect on property value)

- 9.4.3 A small number of respondents comment on the potential impacts of Section A on properties or residents. These respondents express concern either that the proposed route would devalue their property or that the proximity of the proposed overhead lines would negatively impact their property.

NATIONAL GRID'S RESPONSE

Effects on properties and communities

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid's guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible, and has taken account of views from individual properties. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are considered in the visual assessment chapter of the ES (**Document 5.8**) taking account of the existing overhead line and including consideration of likely significant cumulative effects.

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken into account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in

house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

9.5 Feedback received on Section B

- 9.5.1 This section summarises comments from PILs that discuss Section B of the route. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 9.5.2 Some respondents express explicit opposition to the proposals in this area, either because of the use of overhead lines or the specific route currently proposed. Others say that they support or accept the proposed routeing, but caveat this support by saying that they would have preferred a different option (without clarifying) or would not wish to see any further changes to the route.

NATIONAL GRID'S RESPONSE

National Grid has given detailed consideration to the design of the proposed connection in this section of the route. As a result of the land use and features of the area, National Grid is proposing to replace a section of the existing overhead line so as to reduce the long term effects of the new connection on the landscape and local communities. In doing so a closely synchronised overhead line design has been achieved along a preferred route alignment, which National Grid considers complies with the policy considerations set out in the National Policy Statements.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

Alternatives

- 9.5.3 Some of the respondents commenting specifically on Section B suggest or request an alternative to the current proposals be considered, including reverting to an alternative option previously consulted on (Route 2a).
- 9.5.4 A few respondents say they would prefer an underground solution, either in this area or overall. One respondent adds the cost of undergrounding would be minimal when spread across 40 years.

NATIONAL GRID'S RESPONSE

Route option selection

National Grid remains confident that route option 2A as presented in the Stage Two Consultation in 2015 would not represent a more appropriate design solution than that proposed. National Grid considered all alternative design proposals submitted through consultation feedback and where considered appropriate has made changes to the

proposed design. However, in the case of the proposal to route in a straight line between Rhosybol and Maenaddwyn, National Grid considers that the significant increase in effects to many properties and protected designations, such as listed buildings, are such that this alternative design is less appropriate than that for which National Grid is seeking development consent.

Undergrounding

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.

Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.

Environment

Effect on air quality

- 9.5.5 Several respondents express concerns about dust and chemical particles released during construction.

NATIONAL GRID'S RESPONSE

Construction of the scheme would adhere to the Construction Environmental Management Plan (CEMP), provided in Volume 7 of the DCO (**Document 7.4**). The CEMP includes a section on dust management undertaken in line with current guidance, listing the dust control measures identified as part of the EIA. This is required to ensure the risk of potential dust effects is as low as possible and would not have a significant effect.

The air quality chapter of the ES (**Document 5.14**) considers the effect of the construction and operation of the Project on local air quality, including the effect of construction dust, road traffic and emissions from plant and generators where appropriate. Undertaken in line with current guidance, the assessment identifies where there is the potential for air quality effects to occur and the control measures required to mitigate any effects to the extent that a significant air quality effect does not occur, such measures are included in the CEMP.

Effect on biodiversity and wildlife

- 9.5.6 A few respondents say they are concerned about the potential impacts of Section B on wildlife, specifically bats and birds.

“Environmental impact - bats are present on the farm grounds, which may also be impacted by the proposed route.” (Source: PIL - User ID 102512)

NATIONAL GRID’S RESPONSE

Extensive habitat and protected species surveys including for wintering birds, breeding birds and bats have been used to inform the routeing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required.

Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

Effect on landscape and views

- 9.5.7 Most of the respondents commenting on environmental aspects of Section B express concern about potential impacts on landscape and views as a result of pylons and overhead cables, referring either to general despoliation of the area, or to views from specific places such as their own properties. A small number of respondents mention other potential visual issues with Section B, including cumulative impacts of wind turbines, and shadows cast by the existing and proposed new overhead lines and pylons, particularly where the two lines are close together.

NATIONAL GRID’S RESPONSE

Potential landscape and visual effects on the local community have been considered throughout the design and assessment work, together with consideration of key views and the location of residential properties.

The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid’s ‘Our approach to the design and routeing of new electricity transmission lines’, 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.

The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more

detailed route options, which has been influenced by professional appraisals.

A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where possible through careful routing and pylon choice. The assessment of likely significant short and long term effects on the landscape is contained in chapter seven of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in chapter eight of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

Inter-project cumulative effects are presented in section 10 of each of the topic specific chapters of the ES (**Document 5.7 to 5.18**) and the inter-project cumulative effects assessment is presented in Chapter 20 of the ES (**Document 5.20**).

Effect on noise levels

- 9.5.8 Several respondents discuss their concerns about possible noise impacts from the proposed pylons, including cable arcing, particularly in damp or windy weather conditions and in combination with noise from the existing line.

NATIONAL GRID'S RESPONSE

Operational noise effects

National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.

Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings. Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.

Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is minimised.

Noise levels and the effect on residential properties are carefully considered when planning new infrastructure. The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including in relation to local residents. Construction noise is considered in Chapter 15 of the ES, and operational noise in Chapter 16 (**Documents 5.15 and 5.16** respectively).

Socio-economic

Effect on properties/communities (including effect on property value)

- 9.5.9 A number of respondents commenting on Section B focus on its potential impacts on residents and properties – particularly at those dwellings in close proximity to the proposed pylons or directly impacted by construction – and associated negative impacts on property prices. One respondent notes that the proposed connection would impact on the development of a property.

“We have worked hard and put all our money into our property to improve it for our future so that when we downsize we would have a secure retirement however the realisation of the above affects and renders our property virtually unsaleable or at best saleable at a lower cost placing us in a negative equity situation with our financial future at best uncertain at worse non existent.” (Source: PIL - User ID 368)

NATIONAL GRID’S RESPONSE

Effects on properties and communities

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid’s guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible, and has taken account of views from individual properties. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are considered in the visual assessment chapter of the ES (**Document 5.8**) taking account of the existing overhead line and including consideration of likely significant cumulative effects.

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken into account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Effect on business/tourism/local economy

- 9.5.10 Some respondents focus on the possible impacts pylons and overhead lines might have on tourism and local businesses, including a local caravan park, specific farms and tourist attractions.

“We also have people come to see the large standing stone across the road from our home. Capel Coch is a real place of History and beauty and this is one of many reasons why a pylon is unacceptable.” (Source: PIL - User ID 315)

- 9.5.11 A small number of respondents comment specifically on the potential for the proposed pylons to negatively impact farming activities, for example due to land damage caused by construction activities. Two add that the plans would take large parts of their farm land causing them significant financial loss and impacting their herd of pedigree animals.

NATIONAL GRID’S RESPONSE**Compensation**

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Effect on agriculture

National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in **Table 9.1** and **9.3** of this report and in the Design Report (**Document 7.17**). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of

rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.

The agriculture chapter of the ES (**Document 5.18**) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).

Health, Safety and Security

General health concerns and EMF concerns

- 9.5.12 Some of those respondents commenting specifically on Section B mention concerns about possible health impacts due to the proximity of pylons to dwellings or due to the combined impacts of two overhead lines close together. This is either in general terms, or with specific reference to electromagnetic fields (EMFs).
- 9.5.13 A few respondents comment on possible safety risks, including the possibility of someone trying to climb a pylon or fly a kite nearby one, with specific reference to a caravan park on the proposed route.
- 9.5.14 Some add that the proposals are causing residents stress and anxiety.

NATIONAL GRID'S RESPONSE

Health and electric and magnetic fields (EMFs)

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's

concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that “...*Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.*”

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Safety of overhead lines

National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on consistency of supply and safety. National Grid follows all relevant guidelines to make sure its connections are robust, and follows a stringent process to meet security standards when designing new connections.

Maintenance teams regularly monitor the condition of equipment so that it can be safely replaced if worn or damaged. In the rare event of conductor failure, the system is designed to sense the failure and switch off the circuit's electricity.

Kite flying in close proximity to overhead lines is very dangerous and must be avoided.

Stress and anxiety

National Grid recognises that a number of local residents and stakeholders may have concerns about living close to an overhead line, and that this might cause some stress and anxiety.

Potential effects on communities and residents have been reduced through careful routing and design. National Grid has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.

National Grid's team has engaged with landowners and tenants during the development of the Project, via correspondence, phone calls and meetings. This has enabled concerns to be raised and discussed at an early opportunity, and provided a regular point of contact to respond to queries and concerns.

National Grid has urged anyone with concerns to get in touch through the North Wales Connection Project Freephone number, address or email throughout the development of the Project:

0800 990 3567

Freepost National Grid NW Connection

nationalgrid@northwalesconnection.com

The issues of stress and anxiety were discussed at the well-being workshop facilitated by Wales Health Impact Assessment Support Unit (WHIASU), the report from which fed into National Grid's Well-being Report (**Document 5.27**).

Engineering, Design and Construction

- 9.5.15 One respondent asks why an existing pylon in this section of the route would be moved without providing further details.

NATIONAL GRID'S RESPONSE

National Grid has given detailed consideration to the design of the proposed connection in this section of the route. As a result of the land use and features of the area, National Grid is proposing to replace a section of the existing overhead line so as to reduce the long term effects of the new connection on the landscape and local communities. In doing so a closely synchronised overhead line design has been achieved along a preferred route alignment, which National Grid considers complies with the policy considerations set out in the National Policy Statements.

Transport and Traffic

- 9.5.16 One respondent points out potential impacts on local access due to diversions (for example between their house and local amenities) and increased traffic flow during construction works.

NATIONAL GRID'S RESPONSE

The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**).

Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads.

Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.

The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.

9.6 Feedback received on Section C

- 9.6.1 This section summarises comments from PILs that discuss Section C of the route. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments***Support and opposition***

- 9.6.2 A small number of respondents express explicit opposition to overhead lines and pylons in this area, with two respondents asking that the line be undergrounded.

NATIONAL GRID'S RESPONSE

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules.

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.

Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.

Alternatives

- 9.6.3 A few of the respondents commenting on Section C suggest changes to the route – for example specific sections or pylons – in order to reduce impacts on their properties or the local community.

“Take a new look at Capel Coch and taking a complete new route away from Capel Coch so they do not come within a mile or more of our home and village.” (Source: PIL - User ID 102045)

NATIONAL GRID'S RESPONSE

National Grid considered whether the use of underground cables in this section of the route would be appropriate, having regard to National Planning Policy and National Grid's statutory duties. In the Wylfa to Pentir Preferred Route Corridor Selection Report (2015) (**Document 9.2**) National Grid considered that the significant additional cost of the underground cables in the area of Capel Coch would not be appropriate. In bringing

forward a final design proposal National Grid again considered the need to use underground cables in this area. The further detailed design and assessment work which has been undertaken and informed by consultation feedback has led National Grid to conclude that its earlier judgement in 2015 remains the most appropriate overall design solution. The use of an overhead line in this area would comply with National Planning Policy and National Grid's statutory duties. This is further explained in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

As part of the review of consultation feedback National Grid has considered whether an alternative route alignment to the west of Capel Coch would have environmental and socio-economic advantages over the proposed overhead line route for which development consent is now being sought. In addition, other routes to the east of Capel Coch and Cors Erddreiniog suggested in consultation feedback have also been appraised. As a result of this further appraisal, National Grid considers that the proposed design represents the most appropriate overall solution, taking into account socio-economic, environmental, technical and cost considerations. A summary of the conclusions reached for this section of the route can be found in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Environment

Effect on biodiversity and wildlife

- 9.6.4 A small number of respondents highlight the potential for pylons and overhead lines in this area to impact on local wildlife, specifically birds and planted trees.

NATIONAL GRID'S RESPONSE

Extensive habitat and protected species surveys have been used to inform the routing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required.

Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

Effect on landscape and views

- 9.6.5 A few respondents express concern about visual impacts from the pylons and overhead lines proposed for Section C, with specific reference the respondents' own properties and local school.

NATIONAL GRID'S RESPONSE

Potential landscape and visual effects on the local community have been considered throughout the design and assessment work, together with consideration of key views and the location of residential properties.

The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.

The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals.

A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where possible through careful routing and pylon choice. The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in Chapter 8 of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

Inter-project cumulative effects are presented in section 10 of each of the topic specific chapters of the ES (**Document 5.7 to 5.18**) and the inter-project cumulative effects assessment is presented in Chapter 20 of the ES (**Document 5.20**).

Effect on noise levels

- 9.6.6 Some respondents comment that the proposed pylons and overhead lines would cause noise pollution, particularly in damp or windy weather – including references to cumulative impacts with existing lines and a local school.

NATIONAL GRID'S RESPONSE

Operational noise effects

National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.

Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings. Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.

Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is minimised.

Noise levels and the effect on residential properties are carefully considered when planning new infrastructure. The effect of the operation of the Project on surrounding noise sensitive receptors is considered in Chapter 16 of the ES (**Document 5.16**), and it concludes that there would be no significant effects at residential receptors due to noise from the operation of equipment proposed by the project. No schools have been identified within the operational noise study area; therefore there are no predicted effects on schools to report. As part of the operational noise assessment reported in Chapter 16 of the ES, a baseline noise survey was carried out at nearby residential receptors along the proposed alignment of the proposed and existing overhead lines and this information has been used to ensure that the assessment and the results are locationally specific.

Socio-economic

Effect on properties/communities (including effect on property value)

- 9.6.7 Most of the respondents commenting on socio-economic aspects of Section C focus on the potential impacts of proposals on properties and communities. Many of these respondents say they are concerned about the potential proximity of overhead lines and pylons to their

properties or community, as well as the direct impact of construction work on their homes. Many others express related concerns about the negative impact this proximity could have on property or land values.

“My family have recently sold a plot of land in Capel Coch, and with the proposed new pylon coming past they will inevitably reduce the value of new plots should we want to sell them.” (Source: PIL - User ID 403)

- 9.6.8 One respondent points out a specific building they say would be impacted by proposals, commenting that it is significant to the history and culture of Anglesey.

NATIONAL GRID’S RESPONSE

Effects on properties and communities

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration, during both construction and operation. In accordance with National Grid’s guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible. National Grid recognises that construction and the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are also considered in the visual assessment chapter of the ES (Document 5.8).

Control and management measures for construction of the Project are set out in the Construction Environmental Management Plan (CEMP) (**Document 7.4**). The CEMP contains a section on Code of Conduct. It specifies that the contractor will be a member of the Considerate Constructors Scheme and will adhere to a Code of Conduct. The Code of Conduct will include sections on respecting the environment, respecting communities and respecting Welsh Language and Welsh Culture.

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in

house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Effects on the historic environment

National Grid has considered the historic environment in the development of the Project. Potential effects on historic assets were considered during the identification of the preferred route corridor and route option, and in the detailed design of the connection alignment.

For example, alongside consultation feedback, an important factor in the decision to place the proposed connection underground in the area of the Menai Strait were the location of the Plas Newydd and the Vaynol Estate Registered Parks and Gardens, both protected heritage assets.

Effects on the historic environment have been assessed and are reported in Chapter 10 of the ES, Historic Environment (**Document 5.10**), and this includes an assessment of likely significant effects on the settings of both of these assets.

Effect on business/tourism/local economy

9.6.9

A few respondents comment on the potential for Section C to negatively impact the local tourism trade, for example because of the proximity of the proposed overhead lines to holiday properties. Others express concern about the proposed overhead lines and pylons impacting agricultural businesses, for example due to field obstruction by pylons or land disruption during construction. Related to this, two respondents – both providing the same response – express concern about the mitigation measures proposed at their farm, namely tree planting. They comment that this would reduce their sheep flock and halve the size of their agricultural fields.

“As you know, our farmers do many things for your country, and installing pylons on our land makes work much more difficult, e.g. spraying crops, and putting pylons over the land forces them to lose produce because of the surface taken up by the pylons. I’m sure everybody will agree with me when I say that placing pylons across our farmers’ land is a nuisance.” (Source: PIL - User ID 404)

NATIONAL GRID’S RESPONSE

Effect on tourism

Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (**Document 5.7** and **5.8** respectively).

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the

sub-headings below and further detail is available in the socio-economics chapter of the ES.

Assessment of effects on tourism

The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.

National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Compensation

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Effect on agriculture

National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in **Table 9.1** and **9.3** of this report and in the Design Report (**Document 7.17**). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.

Those who have property (including land) upon which National Grid equipment will be

sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.

The agriculture chapter of the ES (**Document 5.18**) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).

Health, Safety and Security

General health concerns and EMF concerns

- 9.6.10 A small number of respondents reference EMFs from the proposed pylons, expressing concern at the possible health impacts and with respect to the cumulative impact of two lines close together.

NATIONAL GRID'S RESPONSE

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone

can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that “...*Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.*”

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Transport and Traffic

- 9.6.11 One respondent says they are concerned about the potential for the volume of plant traffic and construction traffic in this area restricting access to their property.

NATIONAL GRID'S RESPONSE

The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**).

Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads.

Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.

The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.

9.7 Feedback received on Section D

- 9.7.1 This section summarises comments from PILs that discuss Section D of the route. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 9.7.2 One respondent comments that they strongly object to the new pylons proposed in this area, citing specific impacts (the impacts mentioned are addressed under headings below).

NATIONAL GRID'S RESPONSE

National Grid recognises that individuals and communities are often concerned about new overhead electricity lines; however, National Grid considers that the detailed design and routing of the line in this area has helped to reduce the likely significant environmental and socio-economic effects of the proposed overhead line. National Grid has carefully considered views from individual properties and the village of Talwrn.

As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).

After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.

Environment

Effect on biodiversity and wildlife

- 9.7.3 One respondent comments on the potential for a proposed access track within some woodland in this area to destroy habitat – they add that it seems insufficient research has been carried out in this regard.

NATIONAL GRID'S RESPONSE

Extensive habitat and protected species surveys have been used to inform the routing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required. This includes the specific woodland and habitat mentioned by the respondent.

Following receipt of the consultation feedback, National Grid amended the location of the proposed access track to address the concerns raised.

Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

Effect on landscape and views

- 9.7.4 One respondent comments on the visual impact current proposals would have on their house in combination with existing pylons.

NATIONAL GRID'S RESPONSE

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid's guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible, and has taken account of views from individual properties. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are considered in the visual assessment chapter of the ES (**Document 5.8**) taking account of the existing overhead line and including consideration of likely significant cumulative effects.

Effect on cultural heritage

- 9.7.5 One respondent raises specific concerns about the potential impact of the proposed overhead line in Section D on two specific properties. They point out the significance of these properties to the cultural heritage of the area (one of which is listed), and the local community, with specific reference to impacts on their landscape setting and concerns over access plans for a proposed construction site nearby.

NATIONAL GRID'S RESPONSE**Consideration of listed buildings**

There are a number of listed buildings located within proximity to the proposed overhead line. National Grid has had regard to the setting of listed buildings in the routing of the line, including that mentioned by the respondent. In this location, the overhead line is proposed to run parallel (Option A) or broadly parallel (Option B) with the existing line in Section D. In either Option, the location of the new line (seen adjacent to the existing line and viewed from the same elevation of the properties mentioned) has resulted in the existing and the new overhead lines appearing in the same landscape setting when viewed from the properties, keeping the effects together.

Effects on the historic environment have been assessed and are reported in Chapter 10 of the ES, Historic Environment (**Document 5.10**), and this includes an assessment of likely significant effects on the settings of listed buildings.

Construction access

The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (**Document 7.5**) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**).

Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads.

Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks.

Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project. A new temporary access to the east of the existing property access will be created, and the adjoining highway will be subject to a speed restriction.

The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.

Environmental mitigation

- 9.7.6 With respect to planted trees getting too close to the pylons, one respondent suggests that planting and managing hazel coppices would be more appropriate, and would also provide a food source for red squirrels. The same respondent expresses strong opposition to the planting of trees on prime agricultural land.

NATIONAL GRID'S RESPONSE

Extensive habitat and protected species surveys have been used to inform the routing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required.

Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

National Grid would remove any trees within conductor clearance zones during construction and reinstatement planting would be undertaken as close as possible to the original locations. Species proposed for planting would consider the species removed and look to replace with like for like where appropriate. Hazel (*Corylus avellana*) has been included in proposed woodland mixes along with a number of other species which are beneficial for red squirrels.

Socio-economic

Support and opposition

- 9.7.7 One respondent comments that proposals for an additional pylon in one of their fields would impact agricultural activities and decrease its value. They add that the proposals for mitigation measures on their land are unacceptable due to the amount of field area that would be taken up by woodland planting.

NATIONAL GRID'S RESPONSE

Compensation

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Effect on agriculture

National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in **Table 9.1** and **9.3** of this report and in the Design Report (**Document 7.17**). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in

accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.

The agriculture chapter of the ES (**Document 5.18**) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).

Health, Safety and Security

General health concerns and EMF concerns

- 9.7.8 One respondent comments that the proposed new line, combined with the existing one in the Talwrn area, would negatively impact the health and well-being of local residents. They suggest that undergrounding the line in this particular area should be considered to mitigate this effect.

NATIONAL GRID'S RESPONSE

Health and electric and magnetic fields (EMFs)

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone

can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that “...*Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.*”

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Well-being Report

National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.

Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (**Document 5.27**).

The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.

Placing the connection underground in Section D

This area was not identified at the route corridor selection stage as a location where, at a high level, it might be necessary to consider measures to mitigate (avoid or reduce) potentially significant environmental or socio-economic effects to sensitive areas or features. In response to the feedback provided at the Stage Two Consultation, the potential sensitivities of this area were considered again against National Planning Policy and National Grid's statutory duties and National Grid concluded that an overhead line was still the appropriate technology choice in this area.

In bringing forward the two final design proposals in this area National Grid again considered the need to use underground cables in this area. The further detailed design and assessment work which has been undertaken and informed by consultation feedback has led National Grid to conclude that its earlier judgement in 2015 remains the most appropriate overall design solution. The use of an overhead line in this area would comply with National Planning Policy and National Grid's statutory duties. This is further explained in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

9.8 Feedback received on Section E

- 9.8.1 This section summarises comments from PILs that discuss Section E of the route. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 9.8.2 One respondent comments that they strongly object to the new pylons proposed in this area, citing specific impacts (the impacts mentioned are addressed under headings below). A few respondents oppose current proposals in this area all together. Others, mainly via a campaign submission, question the selection process for this route section, saying that it was not part of the original proposals put forward by National Grid, or that there has not been sufficient attention paid to possible impacts on Star.

“Section E was never part of the original four Section Corridors put forward by National Grid Plc, Purple, Yellow, Blue or Orange, and is now the only part of the whole route that deviates from the existing line therefore subjecting people, communities, tourism and the environment to an unnecessary additional negative visual/ environmental impact.” (Source: Campaign response)

NATIONAL GRID’S RESPONSE

National Grid’s approach to routing

National Grid recognises that individuals and communities are often concerned about new overhead electricity lines. National Grid considers that the detailed design and routing of the line in this area has helped to reduce the potential environmental and socio-economic effects of the proposed overhead line. National Grid has carefully considered views from individual properties and the village of Star.

As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).

After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.

Parallel routing

National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance with the existing overhead line in the landscape. In this way, the synchronised designs do not result in a ‘discordant wirescape’, in accordance with the guidance set out in the Holford Rules. National Grid also proposes to remove smaller overhead lines and distribution network wood poles, which would further reduce the potential effects of the wirescape in the locality.

National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One and Stage Two Consultations, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.

It is recognised that for some sections there are proposed deviations in order to avoid considerations such as properties or designations, and therefore the proposed line may affect areas previously unaffected by the existing overhead line. The area near Star and Llanddaniel is one area where the proposed overhead line moves away from the existing,

the result of the end-to-end solution required for the underground crossing of the Menai Strait.

Routeing in the Menai Strait area

In the Menai Strait area National Grid has proposed the use of a tunnel to carry the connection between Anglesey and north Gwynedd. Where the connection approaches the Menai Strait area the location of the overhead line is just one element of the required 'end to end' solution that is needed to deliver the connection. The other elements include the tunnel, shafts, tunnel head houses and cable sealing end compounds. The location of all the elements must work together to provide an end to end solution, and the location of each element is affected by factors such as geological conditions, engineering and environmental considerations, health and safety, consultation feedback and cost.

National Grid considers that the Project provides the most appropriate balance of all the factors that fall to be considered, with the connection placed in a tunnel in the area of the Menai Strait, routeing the second overhead line away from the existing overhead line in Section E.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

Route corridors

The area through which National Grid has proposed the overhead line was routed within the Orange Corridor and 'south common area' as presented in the Route Corridor Identification Report (**Document 9.1**). Route Option 5C subsequently presented in the Wylfa to Pentir Route Options Report (**Document 9.3**) broadly follows the alignment of the route for which development consent is now being sought. However, the route now proposed is a greater distance from the village of Star, over 800m away, which National Grid considers helps to reduce effects on Star.

National Grid has proposed the use of three low height pylons as the route approaches the Braint tunnel head house, and the use of low height gantries at the tunnel head house, to further reduce visual effects associated with the proposed overhead line, especially when viewed from the community of Star.

Alternatives

- 9.8.3 A number of respondents focus on undergrounding. In most cases, respondents express a preference for undergrounding the line in this route section, or across the whole length of the route, with some references to the sensitive landscapes and visual impact, alongside comments that there is funding available from Ofgem to do this. Some respondents suggest that the cost of undergrounding would be less in this area of open agricultural land compared to other areas with one noting that it would be a fraction of the cost National Grid had recently spent on concealing power lines in the Lake District. Some respondents comment that undergrounding the existing line as well would further reduce visual impact.

NATIONAL GRID'S RESPONSE

Placing the connection underground

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new

transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.

Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.

Extending the tunnel

National Grid has reviewed its proposals for the tunnel in the light of feedback responses. Whilst extending the tunnel (for example to start at Ceint) could reduce the likely environmental effects of the overhead line in Section E it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, an intermediary shaft may be required, and it would generate additional quantities of spoil resulting in increased traffic movements. As a result, it would further increase the costs of the scheme.

National Grid has considered the proposals for extending the tunnel and does not consider that the benefits, given the additional technical complexity and cost, outweigh the likely environmental effects of the overhead line proposed.

Ofgem funding – Visual Impact Provision project

Separately to the routing of new connections, National Grid has been allocated £500m by Ofgem to carry out work to help reduce the visual impact of existing transmission lines in English and Welsh AONBs and National Parks. Referred to as the Visual Impact Provision (VIP) project, this represents a major opportunity to conserve and enhance the natural beauty, wildlife and environmental heritage within the most protected landscapes, recognising up-to-date planning policy.

In 2014, twelve of National Grid's existing transmission lines in eight AONBs and National Parks were identified as having the most significant visual impact. In September 2015 the VIP project's Stakeholder Advisory Group (which includes Welsh Government, Cadw,

National Parks Wales, NRW, and Visit Wales amongst others) considered a wide range of factors and recommended that four schemes be taken forward for potential engineering feasibility work, which include an area in the Snowdonia National Park.

The VIP project is funded differently to new connections and the allocation of £500m by Ofgem is for that purpose only.

Although undergrounding is being considered in these areas, it is also recognised that this technology can have significant environmental effects, for example on ecological receptors. This needs to be balanced against the reduction in visual impact.

Approach to routeing – comparison with the Lake District

In August 2012, National Grid published its Approach to the Design and Routeing of New Electricity Transmission Lines which states:

“Whether the preferred route corridor is predominately overhead, underground or sub-sea, detailed survey and assessment work is carried out to find the alignment of the transmission line which best satisfies all of our obligations and the needs of stakeholders. In doing this we seek to avoid as far as possible any impacts on people, settlements, and environmentally sensitive areas. We continue to refine the route alignment to minimise any visual and other environmental impacts, in consultation with stakeholders and communities.”

The routeing of new transmission lines is informed by the results of consultation and experience of major transmission infrastructure projects. The approach complies with the requirements of the Electricity Act 1989, National Policy Statements EN-1 and EN-5, and retains the principles of the Holford Rules which provide guidance on the routeing of overhead lines.

The approach to the routeing of new electricity transmission lines set out in the National Grid 2012 publication is used as guidance for all of National Grid’s project teams and also provided to stakeholders to provide a transparent and clear understanding of how National Grid designs its transmission lines to meet its statutory obligations.

National Grid is progressing a number of new transmission connections within England and Wales. As a national transmission company, National Grid needs to apply a consistent approach to its design decisions across the entire transmission system.

This consistent approach includes taking into account any nationally and internationally important designations such as National Parks, Areas of Outstanding Natural Beauty (AONBs), and Special Areas of Conservation (SACs). Where National Grid’s projects cannot reasonably avoid such designations, a mix of technologies may be the appropriate choice, and this is the case in North Wales and other parts of the UK.

As part of the North West Coast Connection Project, required for the proposed Moorside nuclear power station in Cumbria, National Grid has proposed an overhead line with the connection placed underground as it passes through the Lake District National Park and beneath Morecombe Bay SAC.

The Hinkley C Connection Project, required for the Hinkley C nuclear power station in Somerset, received development consent in January 2016 for an overhead line connection with an underground section to avoid an AONB.

The Richborough Connection Project, required to connect the Nemo Link® (an electricity interconnector between Belgium and Kent) to National Grid’s high voltage electricity network, received development consent in August 2017 for an entirely overhead line connection.

Consistent with the approaches above, the North Wales Connection Project includes an underground section under the Anglesey AONB and the area of the Menai Strait, where it is considered an overhead line would have the most significant visual effects.

Underground the existing overhead line

In developing a new connection such as the North Wales Connection Project, the scope of the development is restricted to that required to meet the terms of the contracts National Grid has, as set out in the Project Needs Case (**Document 7.1**). Both the new and existing connections are required to enable safe and secure transmission of the energy from Wylfa Newydd. Aside from the transpositions required as part of the new, second connection, no changes to the existing pylons are necessary to deliver the North Wales Connection Project.

Environment***Effect on biodiversity and wildlife***

- 9.8.4 One respondent comments that the proposed pylons and lines close to their property would impact plants, wildlife and habitats, particularly during construction, and with reference to a wildlife pool that was excavated 20 years ago.

NATIONAL GRID'S RESPONSE

Extensive habitat and protected species surveys including pond surveys have been used to inform the routeing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required. This includes consideration of the wildlife pool mentioned.

Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

Effect on landscape and views

- 9.8.5 Of the respondents commenting on environmental aspects of Section E, most reference potential visual impacts of the proposed overhead lines, sometimes citing the Holford Rules and the potential for a wirescape. A number of these respondents comment on the currently unspoilt nature of the landscape in this area, or express concern about the impact on views from their property, from specific communities (e.g. Star), or of particular sights (e.g. Snowdonia).

“Panoramic views of Snowdonia will be completely blighted by the site of transmission pylons and cables visible from every direction, North, South, East & West.” (Source: PIL - User ID 101959)

- 9.8.6 Some respondents discuss cumulative visual impacts, particularly with reference to the potential for Star to be ‘boxed in’ by infrastructure.

NATIONAL GRID'S RESPONSE**The Holford Rules and parallel routeing**

The Holford Rules provides guidance when routeing new overhead transmission lines and is one of the many considerations that National Grid takes in to account when developing a new connection. Alongside the Holford Rules, National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations.

National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance with the existing overhead line in the landscape. In this way, the

synchronised designs do not result in a 'discordant wirescape', in accordance with the guidance set out in the Holford Rules. National Grid also proposes to remove smaller overhead lines and distribution network wood poles, which would further reduce the potential effects of the wirescape in the locality.

National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One and Stage Two Consultations, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.

It is recognised that for some sections there are proposed deviations in order to avoid considerations such as properties or designations, and therefore the proposed line may affect areas previously unaffected by the existing overhead line. The area near Star and Llandaniel is one area where the proposed overhead line moves away from the existing, the result of the end-to-end solution required for the underground crossing of the Menai Strait.

Routeing in the Menai Strait area

In the Menai Strait area National Grid has proposed the use of a tunnel to carry the connection between Anglesey and north Gwynedd. Where the connection approaches the Menai Strait area the location of the overhead line is just one element of the required 'end to end' solution that is needed to deliver the connection. The other elements include the tunnel, shafts, tunnel head houses and cable sealing end compounds. The location of all the elements must work together to provide an end to end solution, and the location of each element is affected by factors such as geological conditions, engineering and environmental considerations, health and safety, consultation feedback and cost.

National Grid considers that the Project provides the most appropriate balance of all the factors that fall to be considered, with the connection placed in a tunnel in the area of the Menai Strait, routeing the second overhead line away from the existing overhead line in Section E.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

Consideration of views

Views from Star have been considered during the design stages and pylon choice to further reduce the visual effects. This has included consideration of the existing overhead line and potential cumulative effects. The elevation of the village of Star and the lower lying elevation of the Braint sealing end compound location allow pylons to be 'backclothed' by land rather than sky, reducing the effects on views towards Snowdonia.

A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. This includes a Residential Visual Amenity Assessment for all properties within 500m of the Project and also considers the visual amenity effects on communities. Viewpoints have been selected to illustrate these effects and certain viewpoints have been chosen as photomontage locations to further demonstrate the effects.

The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in Chapter 8 of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement

Strategy (Document 7.13).**Effect on noise levels**

- 9.8.7 A small number of respondents reference noise from the proposed overhead lines in this area. One comments that this would directly affect their and their family's properties, particularly in rainy weather.

NATIONAL GRID'S RESPONSE**Operational noise effects**

National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.

Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings. Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.

Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is minimised.

Noise levels and the effect on residential properties are carefully considered when planning new infrastructure. The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including in relation to local residents. Construction noise is considered in Chapter 15 of the ES, and operational noise in Chapter 16 (**Documents 5.15 and 5.16** respectively).

Socio-economic**Effect on properties/communities (including effect on property value)**

- 9.8.8 Respondents commenting on socio-economic aspects of Section E tend to reference the potential impacts on properties and residents from the proposed overhead lines and pylons. These respondents largely focus on the proximity of the line to Star and the potential for this community to be 'boxed in' by pylons and cables. A small number of respondents raise associated concerns about the impact of overhead infrastructure on property values.
- 9.8.9 One respondent notes that their farm would be surrounded by lines, making their home uninhabitable.

NATIONAL GRID'S RESPONSE**Consideration of communities**

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration. Views from Star have been considered during the design stages and pylon choice to further reduce the visual effects. This has included consideration of

the existing overhead line and potential cumulative effects. The elevation of the village of Star and the lower lying elevation of the Braint sealing end compound location allow pylons to be ‘backclothed’ by land rather than sky, reducing the effects on views towards Snowdonia.

In accordance with National Grid’s guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are also considered in the visual assessment chapter of the ES (**Document 5.8**).

National Grid has and continues to encourage any local resident who may have concerns during any stage of the Project to get in touch so National Grid can better understand their personal circumstances and address concerns where possible.

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Effect on business/tourism/local economy

- 9.8.10 In the context of their concerns about visual impact from overhead lines, a number of respondents suggest that there could be a negative impact on tourism in this area.

“As Star and the surrounding properties sit in a slightly elevated position, these pylons would be particularly prominent above the horizon and therefore visible from many sensitive locations not only on the Island but also the mainland as tourists

create their first impressions when they arrive on Anglesey for the first time.”
(Source: Campaign response)

NATIONAL GRID'S RESPONSE

Effect on tourism

Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (**Document 5.7** and **5.8** respectively).

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.

Assessment of effects on tourism

The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.

National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Effect on agriculture

National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in **Table 9.1** and **9.3** of this report and in the Design Report (**Document 7.17**). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is

located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.

The agriculture chapter of the ES (**Document 5.18**) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).

Health, Safety and Security

Safety considerations

- 9.8.11 One respondent comments that they are concerned about the safety of their children and grandchildren without providing further details. Another is worried about the impact of electromagnetic fields on resident's health, especially since the voltage of this new proposed line would be higher than that of the existing line. The same respondent is concerned that National Grid has not undertaken a health impact assessment.

“The proposed line would have a stronger voltage than the existing line, thereby increasing the diameter and strength of the electromagnetic field. Despite making persistent enquiries of the Grid about this issue, we have been given nothing to reassure us that this would not have unacceptable health impacts. We have been told that the Grid has not undertaken a health impact assessment and has recently written to the Planning Inspectorate asking if an electromagnetic field assessment can be left out of the environmental statement for the Project. This gives us no confidence that this important issue is being taken seriously.” (Source: PIL - User ID 102496)

NATIONAL GRID'S RESPONSE

Health and Electric and Magnetic Fields (EMFs)

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for

Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that “...*Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.*”

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Well-being Report

National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.

Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (**Document 5.27**).

The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.

Transport and Traffic

- 9.8.12 Two respondents express concerns about the possible impact of proposals in this area on transport and access.

NATIONAL GRID'S RESPONSE

The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (**Document 7.5**)

and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**).

Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads.

Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.

The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.

9.9 Feedback received on the Anglesey part of Section F

- 9.9.1 This section summarises comments from PILs that discuss the Anglesey part of Section F of the route. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 9.9.2 One respondent says that they think National Grid has been short-sighted with respect to route sections E and F, referencing their preference for a third bridge connecting Anglesey to the mainland.

NATIONAL GRID'S RESPONSE

National Grid has worked, and continues to work, closely with Welsh Government on their plans for a third crossing at the Menai Strait. Welsh Government officials are keen to understand if it's possible for a bridge to carry the new electrical connection needed for Wylfa Newydd. As part of this, Welsh Government has commissioned National Grid to undertake a feasibility study into potential options to use the bridge.

There are a lot of things to consider before National Grid and Welsh Government will be able to understand if putting cables of the size required for the new electrical connection on a new bridge is possible. To our knowledge, there are no high voltage transmission cables on a bridge anywhere in the world. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out.

In addition, any proposal for a third Menai crossing put forward by Welsh Government needs to be consented and funded before it can go ahead.

At the same time, it's vital that National Grid is able to deliver a connection for Horizon in the mid-2020s, when it is expected that Wylfa Newydd would start generating. This is why National Grid is continuing with the plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.

Environment

Effect on landscape and views

- 9.9.3 One respondent expresses concern about the potential visual impact of Section F (Anglesey side) on properties and residents at Capel Craig, with specific reference to the buildings associated with the proposed tunnel.

NATIONAL GRID'S RESPONSE

Consideration of communities

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid's guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are also considered in the visual assessment chapter of the ES (**Document 5.8**).

National Grid has and continues to encourage any local resident who may have concerns during any stage of the Project to get in touch so National Grid can better understand their personal circumstances and address concerns where possible.

Tunnel head house design

The tunnel head house will be designed with consideration of the local environment, seeking to use materials that aid integration of the development into the local landscape.

The Landscape and Visual Impact Assessment undertaken as part of the EIA considers the effects of the tunnel head houses and identifies required mitigation. The assessment also includes a Residential Visual Amenity Assessment for all properties within 500m of the Project and considers the visual amenity effects on communities. Viewpoints have been selected to illustrate these effects and certain viewpoints have been chosen as photomontage locations to further demonstrate the effects.

The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in Chapter 8 of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

Effect on noise levels

- 9.9.4 One respondent says they are concerned about noise from the proposed tunnel head house and sealing end compound, specifically from the ventilation fans.

NATIONAL GRID'S RESPONSE

Chapter 16, Operational Noise, of the ES (Document 5.16) describes the types of noise that may be heard from cable sealing end compounds and tunnel head houses (THHs). Noise from equipment within the cable sealing end compounds would be of a very low level and similar to that described for overhead lines as it is produced from the same type of equipment, while noise from the tunnel head houses would be primarily due to the operation of the main tunnel ventilation fans and/or the smaller stairwell ventilation fans.

Noise levels from the THHs would be controlled through a legally binding Requirement as part of the DCO.

The principal noise sources within the sealing end compounds are very similar to those of the overhead line, i.e. conductors (wires), insulators and bushings (which perform a similar function to insulators). This type of equipment is not normally noisy, but intermittent, localised noise may occur in certain weather conditions. When it occurs it would be heard as a ‘crackle’ or a ‘fizz’ which sometimes may be accompanied by a low level ‘hum’ in wet weather. The sealing end compounds at Braint and Ty Fodol are located at least 250 metres away from the nearest home and it is extremely unlikely that noise from equipment within the sealing end compounds will be audible at this distance.

National Grid has actively engaged with IACC and Gwynedd Council and it has been agreed that noise emissions from each THH site would be controlled through a condition (known as a Requirement) stipulating a maximum noise level at the nearest residential properties during operation.

Measures have been incorporated into the THH designs to ensure noise is mitigated to a level that is unlikely to be audible at the nearest residences even under worst case operating conditions. Measures include orientation of the head house buildings, the use of acoustic louvres and the specification of operational plant. The tunnel head house at Ty Fodol would contain two types of fans – the main tunnel ventilation fans and much smaller stairwell fans - while the tunnel head house at Braint will only contain the smaller stairwell fans.

The potential effect of the operation of the Project on surrounding noise sensitive receptors is assessed in Chapter 16 of the ES (**Document 5.16**), and it concludes that there would be no significant effects at residential receptors due to noise from the operation of equipment proposed as part of the Project.

Socio-economic

Effect on properties/communities (including effect on property value)

- 9.9.5 One respondent notes the complex of buildings associated with the tunnel would be close to two properties, and expresses related concern about the impact on property price.

NATIONAL GRID'S RESPONSE

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their

equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

9.10 Feedback received on the tunnel construction under Menai Strait

- 9.10.1 This section summarises comments from PILs that discuss the tunnel construction under Menai Strait within Section F of the route. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 9.10.2 One respondent simply comments that they fully support the tunnel proposals. In contrast, another expresses opposition to current proposals for the tunnel due to the impacts of access routes on their property and the local area, primarily as a result of increased vehicle movement and traffic volume.

NATIONAL GRID'S RESPONSE

National Grid notes the support for the tunnel by one respondent.

The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (**Document 7.5**) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**). The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.

Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads.

Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.

A number of amendments were made to the access proposals for both tunnel head houses as a result of feedback received during the Stage Three Consultation. A new access route has been included within the final Project for the Braint tunnel head house, and the nature of use associated with the three accesses originally proposed has been amended. Further detail is provided in the Design Report (**Document 7.17**). As a result, the environmental and socio-economic effects of the accesses to the tunnel head house

on the surrounding communities of Llanfairpwll and Llanddaniel have been substantially reduced. These effects are assessed in the traffic and transport chapter of the ES (**Document 5.13**).

The Environmental Statement (Volume 5, **Documents 5.1 to 5.21**), the Outline Construction Traffic Management Plan (**Document 7.5**) and the Construction Environmental Management Plan (**Document 7.4**) provide detailed information concerning the mitigation and management measures that National Grid propose at both the Anglesey and Gwynedd tunnel head house sites. This includes information regarding both the construction and operational phases. Examples of mitigation measures proposed include traffic management, landscape screening, habitat creation and drainage attenuation.

Alternatives

- 9.10.3 Two respondents comment that the proposed route could follow closely the existing line (either for its full length or at least to the A55 crossing point) so equipment is kept together and lines are not introduced in new areas. Several respondents note that this would bring the new line within 615 metres of the proposed Anglesey sealing end compound and would also create opportunities in the future for the removal of the existing line.

NATIONAL GRID'S RESPONSE

Alternative suggestions for the technology proposed or location of the connection were considered as part of the review of the design following Stage Three Consultation. This review took account of all feedback received, including the specific routeing suggestions outlined above.

National Grid appraised the alternative overhead line alignments suggested. However, it is considered that a route parallel to the existing line north of Star connecting to the compound location would result in greater visual effects when viewed from the settlement compared with the proposed alignment.

Underground the existing overhead line

In developing a new connection such as the North Wales Connection Project, the scope of the development is restricted to that required to meet the terms of the contracts National Grid has, as set out in the Project Needs Case (**Document 7.1**). Both the new and existing connections are required to enable safe and secure transmission of the energy from Wylfa Newydd. Aside from the transpositions required as part of the new, second connection, no changes to the existing pylons are necessary to deliver the North Wales Connection Project.

Socio-economic

Effect on properties/communities (including effect on property value)

- 9.10.4 Some respondents comment on the possible impacts of proposals on properties and residents. One points out their land and their property letting business would be impacted by construction activities, with specific reference to the length of time and the movement of spoil.

NATIONAL GRID'S RESPONSE

Consideration of communities

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid's guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are also considered in the visual assessment chapter of the ES (**Document 5.8**).

The socio-economics chapter of the ES (**Document 5.17**) assesses the likely significant effects of the Project on residential amenity and commercial receptors, including likely significant potential cumulative effects.

National Grid has and continues to encourage any local resident who may have concerns during any stage of the Project to get in touch so National Grid can better understand their personal circumstances and address concerns where possible.

Construction traffic and access

The proposed construction traffic routes and appropriate mitigation measures (including those related to the movement of spoil) are documented within the Outline Construction Traffic Management Plan (**Document 7.5**) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**).

The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.

Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads.

Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.

A number of amendments were made to the access proposals for both tunnel head houses as a result of feedback received during the Stage Three Consultation. A new access route has been included within the final Project for the Braint tunnel head house, and the nature of use associated with the three accesses originally proposed has been amended. Further detail is provided in the Design Report (**Document 7.17**). As a result, the environmental and socio-economic effects of the accesses to the tunnel head house on the surrounding communities of Llanfairpwll and Llanddaniel have been reduced. These effects are assessed in the traffic and transport chapter of the ES (**Document 5.13**).

The Environmental Statement (Volume 5), the Outline Construction Traffic Management Plan (**Document 7.5**) and the Construction Environmental Management Plan (**Document 7.4**) provide detailed information concerning the mitigation and management measures that National Grid propose at both the Anglesey and Gwynedd tunnel head house sites. This includes information regarding both the construction and operational phases, including the movement of spoil. Examples of mitigation measures proposed include traffic management, landscape screening, habitat creation and drainage attenuation.

Engineering, Design and Construction

- 9.10.5 A small number of respondents comment on engineering, design and construction aspects of the proposed tunnel. One asks that the tunnel be wide enough to accommodate new and existing supplies.

- 9.10.6 To mitigate the potential transport impact, respondents suggest spoil is moved by rail.

NATIONAL GRID'S RESPONSE

Undergrounding the existing line

In developing a new connection such as the North Wales Connection Project, the scope of the development is restricted to that required to meet the terms of the contracts National Grid has, as set out in the Project Needs Case (**Document 7.1**). Both the new and existing connections are required to enable safe and secure transmission of the energy from Wylfa Newydd. Aside from the transpositions required as part of the new, second connection, no changes to the existing pylons are necessary to deliver the North Wales Connection Project.

Future energy developments

National Grid is aware of other proposed generation projects in the North Wales area. These projects may or may not come forward at some point in the future. If any projects do come forward, National Grid will be obliged to provide an offer of connection; and on acceptance of that offer provide the most economic, co-ordinated and efficient solution to connect the project in question. National Grid can only assess the connection options for these projects if and when a connection application is received and a connection offer is signed. Nevertheless, if other generation projects in the project area come forward it is likely that the new generation capacity will be of a level that will be able to be accommodated on the infrastructure proposed for the connection of Wylfa Newydd, thus not requiring additional significant additional infrastructure in North Wales.

In addition, smaller generation projects can also apply to be connected via the local distribution network operator, who builds and maintains the local electricity network that connects in to the national electricity transmission system.

Use of rail for transportation

The nature of overhead line construction can involve numerous concurrent work locations which construction workers, equipment and materials have to reach. It is therefore not feasible to use the railway to transport workers and/or goods for the overhead line.

The potential to use the railway to transport spoil from the tunnel and to bring in concrete lining segments has also been considered. There are no existing sidings or rail loading facilities in close proximity to either tunnel head house sites or substation locations. The amount of material being generated from the tunnel or substation works would make the construction of such a siding or rail loading facility for this purpose unviable. Furthermore, the construction of a siding would require a significant amount of materials and therefore HGV movements in itself. In any case, the use of any other sidings in the region would not reduce the amount of HGV movements generated, as the tunnel spoil would need to be transported to these facilities by road and any materials would need to be transported from these facilities to the construction sites by road.

9.11 Feedback received on the sealing end compounds

- 9.11.1 This section summarises comments from PILs that discuss the SECs within Section F of the route. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 9.11.2 **Gwynedd SEC:** One respondent expresses strong opposition to the proposed location for the Gwynedd sealing end compound, citing the amount of land required for construction

and access roads alongside the potential impact this would have (including noise) on their property due to its proximity. The same respondent notes that the proposed access roads would destroy five small holdings, including farm fields and holiday cottages.

NATIONAL GRID'S RESPONSE

Location of and access to Gwynedd sealing end compound (SEC)

National Grid has carefully considered the siting of the cable SEC and tunnel head house within Gwynedd, taking account of technical, environmental, topographical and socio-economic considerations. In addition to the location of the SEC, National Grid has worked to lower the overall height of the equipment and buildings within the tunnel head house compound. The proposed building height is now lower than that originally proposed and National Grid is proposing to cut the compound into the hill side so as to further reduce the apparent height.

National Grid has developed a Design Guide for the Proposed Tunnel Head Houses and Permanent Site Landscaping (**Document 7.19**), which sets out the key design principles for the tunnel head houses and surrounding landscaping, including materials, palette and built form. National Grid has also developed a proposal for re-profiling and landscaping that would also help to screen the operation site in the longer term. Details of the planting proposed can be found in the landscape assessment chapter of the ES (**Document 5.7**) and illustrated in **Documents 5.7.1.12 to 5.7.1.16**.

The number of access routes in to the Gwynedd SEC has been reduced as a result of Stage Three Consultation feedback and further investigation. Following consultation feedback, National Grid is now proposing to use a single off-road access route for construction activities at Gwynedd SEC. In some instances, it has been possible to move this access further from a number of residential properties. Where it has not been possible to realign the access, National Grid will compensate for disruption caused to affected agricultural land holdings and businesses. The construction access track will be reinstated upon completion of construction activities.

The Environmental Statement (Volume 5, **Documents 5.1 to 5.21**), the Outline Construction Traffic Management Plan (**Document 7.5**) and the Construction Environmental Management Plan (**Document 7.4**) provide detailed information concerning the mitigation and management measures that National Grid propose at both the Anglesey and Gwynedd tunnel head house sites. This includes information regarding both the construction and operational phases, including the movement of spoil. Examples of mitigation measures proposed include traffic management, landscape screening, habitat creation and drainage attenuation.

Noise

The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including potential effects to local residents. Construction noise is considered in Chapter 15, Construction Noise and Vibration (**Document 5.15**), and operational noise in Chapter 16, Operational Noise (**Document 5.16**). In addition, the socio-economics chapter of the ES (**Document 5.17**) includes a qualitative assessment of effects on residential amenity, tourist and recreational facilities and tourism accommodation based on the combination of air quality, noise, visual and traffic and transport effects.

Construction noise

On the basis of the predicted traffic flows, it is not expected that there would be significant increases in noise levels from traffic on the highway network, except on the major routes around the construction compound and areas around the two tunnel head houses.

In some areas, new access tracks will be constructed resulting in an increase in noise

levels in locations that are very rural and currently have very little traffic in the vicinity. However, these tracks would only be in use temporarily, during the construction works, and are unlikely to be in use for the entire construction period. Access track construction will be a very short-term activity that would affect the majority of locations for a period of less than two weeks.

Although noise levels will increase in some places, particularly in rural areas near to the access tracks but away from major roads, the noise would not be dissimilar from typical machinery used in farms. There are very few locations where traffic increases would increase noise levels that are currently low above a threshold at which there is potential for annoyance due to noise, and these few areas are around the tunnelling construction compounds at Braint and Tŷ Fodol. There are no schools that have been identified that are likely to experience more than a negligible adverse noise effect from construction traffic.

Operational noise from the cable sealing end compounds

Chapter 16, Operational Noise, of the ES (**Document 5.16**) describes the types of noise that may be heard from cable sealing end compounds and tunnel head houses (THHs). Noise from equipment within the cable sealing end compounds would be of a very low level and similar to that described for overhead lines as it is produced from the same type of equipment, while noise from the tunnel head houses would be primarily due to the operation of the main tunnel ventilation fans and/or the smaller stairwell ventilation fans. Noise levels from the THHs would be controlled through a legally binding Requirement as part of the DCO.

The principal noise sources within the sealing end compounds are very similar to those of the overhead line, i.e. conductors (wires), insulators and bushings (which perform a similar function to insulators). This type of equipment is not normally noisy, but intermittent, localised noise may occur in certain weather conditions. When it occurs it would be heard as a 'crackle' or a 'fizz' which sometimes may be accompanied by a low level 'hum' in wet weather. The sealing end compounds at Braint and Ty Fodol are located at least 250 metres away from the nearest home and it is extremely unlikely that noise from equipment within the sealing end compounds will be audible at this distance.

National Grid has actively engaged with IACC and Gwynedd Council and it has been agreed that noise emissions from each THH site would be controlled through a condition (known as a Requirement) stipulating a maximum noise level at the nearest residential properties during operation.

Measures have been incorporated into the THH designs to ensure noise is mitigated to a level that is unlikely to be audible at the nearest residences even under worst case operating conditions. Measures include orientation of the head house buildings, the use of acoustic louvres and the specification of operational plant. The tunnel head house at Ty Fodol would contain two types of fans – the main tunnel ventilation fans and much smaller stairwell fans - while the tunnel head house at Braint will only contain the smaller stairwell fans.

The potential effect of the operation of the Project on surrounding noise sensitive receptors is assessed in Chapter 16 of the ES, and it concludes that there would be no significant effects at residential receptors due to noise from the operation of equipment proposed as part of the Project.

Environment

Effect on biodiversity and wildlife

- 9.11.3 **Anglesey SEC:** One respondent raises a specific concern about the potential for the sealing end compound to impact the largest single population of red squirrels in Wales

through damage to their homes in rare ancient woodlands. Another is concerned that an overhead connection would destroy wildlife habitats.

NATIONAL GRID'S RESPONSE

Extensive habitat and protected species surveys, including for red squirrels, along with data collation, have been used to inform the routeing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required.

The cable sealing end compounds will not directly affect red squirrel habitat as they have been located accordingly to avoid prime habitat in these areas. Landscape planting around these sites will include trees, hedgerows, scrub and grasslands, which is an improvement on the existing habitats within the cable sealing end compound locations. This will also provide a stepping stone habitat for red squirrels in the area between the existing woodlands.

Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

9.12 Feedback received on Section F (Gwynedd side)

- 9.12.1 This section summarises comments from PILs in relation to the Gwynedd side of Section F of the route. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 9.12.2 One respondent says they object to the four proposed pylons and associated cables in this location due to the cumulative impacts on the landscape in combination with existing pylons and cables.

NATIONAL GRID'S RESPONSE

As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.

The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals. The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (**Document 5.7**) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (**Document 5.8**), the chapters also include consideration of likely significant cumulative landscape and visual effects.

National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed.

The options in this area were revisited as a result of the consultation comments received in feedback to the Stage Three Consultation, but no new information was presented that altered the above analysis. This is described in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Alternatives

- 9.12.3 Two respondents suggest extending the tunnel so that the line runs underground all the way to Pentir.

NATIONAL GRID'S RESPONSE

National Grid carefully considered the siting of the Ty Fodol tunnel head house within Gwynedd and the use of both overhead line and underground cables to complete the connection to Pentir substation. Whilst extending the tunnel to Pentir could reduce the likely environmental effects of the overhead line in Gwynedd it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, and it would generate additional quantities of spoil resulting in increased traffic movements. As a result, it would also further increase the cost of the scheme.

National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed in the context of applicable statute, policy and guidelines.

The options in this area were revisited as a result of the consultation comments received in feedback to the Stage Three Consultation, but no new information was presented that altered the above analysis. This is described in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Environment

Effect on biodiversity and wildlife

- 9.12.4 One respondent comments that the area is rich in wildlife including otters, foxes, owls, buzzards, kestrel and a pair of red kite jay, adding that when in the 60s an overhead line was installed in the area, two nesting seasons were lost and the wildlife still hasn't recovered from it.

NATIONAL GRID'S RESPONSE

Extensive habitat and protected species surveys, including for wintering birds and breeding birds, along with data collation, have been used to inform the routeing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required.

Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

Effect on noise levels

- 9.12.5 Based on experience with existing lines, one respondent expresses concerns about the possibility of noise from the overhead cables, particularly in damp, wet or dry weather conditions.

NATIONAL GRID'S RESPONSE**Operational noise effects**

National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.

Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings. Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.

Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is minimised.

Noise levels and the effect on residential properties are carefully considered when planning new infrastructure. The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including in relation to local residents. Construction noise is considered in Chapter 15 of the ES, and operational noise in Chapter 16 (**Documents 5.15** and **5.16** respectively).

Socio-economic**Effect on properties/communities (including effect on property value)**

- 9.12.6 One respondent comments that works associated with proposals in this area would directly impact their house and field without specifying further details.
- 9.12.7 Another is concerned that the proposed connection would devalue their property, destroy their cottage business and affect their plans for an equestrian centre. To offset the potential impact, they ask National Grid to purchase their property.

NATIONAL GRID'S RESPONSE**Consideration of communities**

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid's guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties and communities are considered in the visual assessment chapter of the ES (**Document 5.8**), which includes a Residential Visual Amenity Assessment for all properties within 500m of the Project.

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken into account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Effect on the local economy

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.

Assessment of effects on tourism

The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.

National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A

business survey has been undertaken targeting businesses which may be affected by the Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Effect on business/tourism/local economy

- 9.12.8 Two respondents express concern about proposals in this area having an impact on their livelihood, specifically referencing a tourism catering business and a farm.
- 9.12.9 Discussing the perceived visual impact of the proposals, one respondent expresses general concerns about the potential impact on the local economy.
- 9.12.10 Another notes that parts of their land would be taken by access tracks for the construction traffic, reducing the amount of land they can use for their cattle, and causing them financial losses. The same respondent comments that the proposals would affect the views from their holiday cottages, affecting their income.

NATIONAL GRID'S RESPONSE

Effect on tourism and the local economy

Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (**Document 5.7** and **5.8** respectively).

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.

Assessment of effects on tourism

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National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Effect on agriculture

National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in **Table 9.1** and **9.3** of this report and in the Design Report (**Document 7.17**). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.

The agriculture chapter of the ES (**Document 5.18**) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).

National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Health, Safety and Security

General health concerns and EMF concerns

- 9.12.11 One respondent asks for the pylons to be placed as far as possible from their house due to perceived health risks.

NATIONAL GRID'S RESPONSE

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of

chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that *"...Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern."*

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Transport and Traffic

- 9.12.12 One person suggests that National Grid should build a road from the sealing end compound (or the tunnel head) to the Nant-Y-Garth land fill and use it to transport the waste from the tunnel construction.

NATIONAL GRID'S RESPONSE

It is understood that the planning consent for the Nant-y-Garth landfill site will expire in July 2021, and that the site is likely to be full before that date, well in advance of the site works for the Project commencing.

9.13 Feedback received on the Pentir substation

- 9.13.1 None of the PILs responding to the consultation provided specific comments relating to the Pentir substation.

9.14 Feedback received on the Consultation Process

9.14.1 This section summarises comments from PILs in relation to the consultation process. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

Information

9.14.2 A number of respondents comment that the information provided within the consultation process is either inaccurate, insufficient, misleading or unhelpful. Specific examples cited include changes of name or location for specific route sections, a perceived lack of health impact data, poor visualisation, and lack of cost data.

“Evidence and information has been absent, misleading commitments have been made...” (Source: PIL - User ID 103049)

9.14.3 In contrast, one respondent thanks National Grid for all the information provided.

9.14.4 A few respondents request specific information or further detail on particular aspects of the proposals, including plans to move pylons, potential safety issues, construction plans, spoil, impacts on specific properties and access routes.

NATIONAL GRID'S RESPONSE

Consultation process

National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project.

Where specific information requested was available, such as additional copies of plans, these were posted to the respondents.

Route sections

The route sections presented at Stage Two Consultation (Sections 1 to 5) were developed to aid understanding of the route options in particular areas, with the boundaries between sections broadly falling in areas where route options joined. At Stage Three Consultation where a proposed preferred alignment for the connection was shown, the boundaries between Sections 1 to 5 were no longer relevant. National Grid's experience is that showing a proposed connection in sections is helpful for members of the public and stakeholders, and so sought to divide the proposed preferred alignment as Sections A to F, using geographical features.

Health and electric and magnetic fields

Information on electric and magnetic fields and health was provided in the Frequently Asked Questions as part of the Stage Three Consultation.

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has

guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. National Grid has published a report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Visualisations

Visualisations of the proposed connection in the form of photomontages were provided as part of Chapter 7 of the PEIR. All photography and data collection for photomontages was undertaken in accordance with the Landscape Institute's Advice Note 01/11 'Photography and Photomontage in Landscape and Visual Assessment' and Scottish Natural Heritage's 'Visual Representation of Wind Farms Version 2.1'. Whilst the latter is specifically intended for use in relation to wind farms, it is widely accepted as being applicable to other large scale vertical infrastructure such as pylons. The Landscape Institute Advice Note 01/11 strongly advises members to follow this document where applicable in preference to any other guidance or methodology.

A 3D model was produced comprising a digital visualisation of the proposals consulted on at the Stage Three Consultation. The purpose was to illustrate what the proposals would look like in the landscape and allowing people to see them from different viewpoints. This was available at the community events and consultation vehicle events (due to the specialist equipment needed to run it), with virtual reality headsets showing videos from the model available at all consultation events. The 3D model enabled people to see what the connection could look like along the entirety of the route. It was developed using accurate landform, topography and equipment data, with computer generated aspects of the local environment to aid the orientation of the user. All appropriate endeavours were made to make the 3D model as accurate as practicable.

Information provided including cost data

National Grid's information is accurate and representative of the work carried out to date at each stage of the Project. As the proposals have developed further detail has been provided. For example, at Stage One Consultation example pictures of equipment were presented to help people understand what was being proposed, by Stage Three Consultation it was possible to offer detailed visualisations of what the final connection could look like.

National Grid made sure that information was clear, useful and as non-technical as possible and welcome feedback from respondents who found this to be the case. The community documents also signposted where further, detailed information could be found in the technical documents and plans also published for consultation. These included:

- The Strategic Options Report (2015) and Strategic Options Report Update (2016) (**Documents 9.82** and **9.83** respectively), which provided cost and safety

information.

- Proposed transpositions requiring movement of the existing pylons were explained in the Draft Route Alignment Report Wylfa to the Menai Crossing Area (2016) (**Document 9.5**).
- Construction plans and proposed access routes were shown in Volume 3 of the Stage Three Consultation.
- The likely significant environmental effects on residential properties and resulting from the generation of spoil from the tunnel were considered in the Preliminary Environmental Information Report.

National Grid recognises that some aspects of the work undertaken are more complicated and therefore a team was made available via consultation events, phone and email throughout the consultation so that people could seek clarification on any information they found confusing or misleading. National Grid's team is still available to contact and will continue to be throughout the application process.

National Grid's aim throughout the development of the proposals has been to make sure that all information provided is accessible, honest and useful to members of the public and stakeholders.

Process

- 9.14.5 The most common topic for those respondents commenting on the consultation is a concern or assertion that National Grid does not listen to feedback. Several respondents make this point, for example saying that National Grid is unresponsive to local concerns or public opinion and has not modified its proposals as a result of consultation inputs. A number of respondents stress that National Grid should listen to people's views, take account of local feelings, and respond in detail to the consultation responses received.
- 9.14.6 A number of respondents challenge the nature of communications or engagement associated with the consultation process. This includes a perceived lack of contact with affected property owners, poor responsiveness to meeting requests and a general feeling of being kept in the dark. Others challenge the process because they say there has been no opportunity to consider alternative options for power distribution beyond overhead lines.
- 9.14.7 Respondents make a small number of other comments in relation to the consultation process, including: criticism of previous consultation stages, a feeling that the process has been used to set communities against each other (specifically the issue of the Menai Strait crossing), and an assertion that information has not been received within agreed timescales. One respondent says they received the consultation pack three days before the consultation closed which did not give them sufficient time to study the proposals in detail. The respondent adds that they would seek judicial review because of the perceived shortcomings of the consultation process.
- 9.14.8 One respondent adds that it is unacceptable for affected landowners to be expected to attend meetings and provide feedback without compensation for their time.
- 9.14.9 A few respondents provide the same response as each other, stating that the consultation process has given no options, failed to consider the local financial impact and is based on inadequate research.

NATIONAL GRID'S RESPONSE

Consultation process

National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively

encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:

- Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island.
- The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area.
- People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line.
- National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people.

However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid's statutory obligations.

Through the published community documents and technical reports, including this Consultation Report and previous Feedback Reports (located in **Appendices 2 and 11** to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.

Previous consultation stages

During Stage One and Stage Two Consultation National Grid presented a range of options for people to comment on that were informed by a number of detailed reports which were all available to read. Similarly, the proposed preferred option shown at Stage Three Consultation was informed by a number of detailed reports which were all available to read. The information presented was proportionate to the level of work carried out to date and the consultation being undertaken. At National Grid's first stage of consultation the proposals were much broader and looked at the strategic options and wide corridors where the preliminary preferred option of an onshore connection could be located. During the third consultation National Grid was able to present information about the proposals in much greater detail, including proposed pylon locations and areas for construction access.

Community effects

National Grid's approach is to develop options and present them to people for comment. This is a genuine presentation of options, and is never intended to divide communities. National Grid recognise that different options will typically affect different communities and have made clear throughout the consultation process that people were welcome to comment on any or all options.

Provision of information

National Grid always issued information well in advance of its feedback deadline, typically 10-12 weeks during consultation periods. In some small instances, people contacted us late in the consultation process and received additional information close to its deadline.

In these cases, people were encouraged to respond as quickly as they could and National Grid accepted feedback beyond the published consultation deadline.

National Grid's information is accurate and based on wide ranging and detailed assessments.

Working with landowners and tenants

National Grid worked regularly with property owners within the project area to identify those that may be most affected by the Project. This included arranging surveys of land, meeting with property owners and looking at ways to reduce any effects on things like views and agricultural practices. National Grid strove to respond to all meeting requests in a timely manner and proactively offered meetings with those who may be affected by the Project or had particular concerns.

The consultation process is voluntary for landowners to engage, and the planning process National Grid is required to follow (the Planning Act) has a focus on pre-application consultation. National Grid carried out the Stage Three Consultation in accordance with the Act to receive and understand local feedback to inform the development of the Project. However, the process is ultimately voluntary and landowners are not required to participate.

In carrying out work National Grid does make some payments where applicable, such as when surveys are carried out on land, but do not pay people to participate in the pre-application consultation.

National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.

Requests / Suggestions

- 9.14.10 Two respondents ask for further involvement in the process, including a general reference to the need for open consultation and a specific request that an independent land agent, to be appointed by the respondent, review plans with respect to the respondent's property.
- 9.14.11 One respondent suggests a set of films from roads affected by the proposed pylons would be useful and another asks for a central point of contact for queries or concerns.

NATIONAL GRID'S RESPONSE

Engagement with land owners and land agents

National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in **Table 9.1 and 9.3** of this report and in the Design Report (**Document 7.17**). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their

equipment is sited to determine the compensation terms if this is appropriate.

National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.

In relation to the specific request that an independent Land Agent, to be appointed by the respondent, review plans with respect to the respondent's property, National Grid reimbursed the respondent for the reasonable fees incurred in appointing a Land Agent to represent them.

Visualisations and films

3D visualisation route drive films (narrated computer generated journeys of roads near to the proposals) were produced for the Stage Three Consultation. The aim of the films was to show the proposed pylons from roads affected along the connection. These films were used as part of the virtual reality (VR) system at consultation events and were available on the Project website.

Project contact details

A central point of contact for queries or concerns about the Project has been available throughout the development of the Project, as advertised on all newsletters, community bulletins, posters and adverts. The contact details are:

Freephone: 0800 990 3567

FREEPOST National Grid NW Connection

nationalgrid@cysylltiadgogleddcymru.com / nationalgrid@northwalesconnection.com

9.15 Proposed changes to the Project

- 9.15.1 **Table 9.1** provides a summary of design changes requested by individual PILs through feedback to the Stage Three Consultation. A unique reference number has been allocated to the individual PILs, which has been used in **Table 9.1** to anonymise the source of the design changes.
- 9.15.2 The second column identifies whether the PIL made a specific request to change or amend the proposals and summarises any such requests. The third column notes whether this feedback resulted in a change to the scheme and the fourth column sets out the regard National Grid had to the feedback, explaining how the amendment was accommodated or why any proposed changes could not be accommodated.
- 9.15.3 Whilst PILs were encouraged to make their submission to the formal consultation via feedback forms, many preferred to make their representations during meetings with National Grid's lands team. **Table 9.1** includes details of amendments suggested by PILs through feedback forms, letters, emails, and in meetings with National Grid.

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Table 9.1: Project amendments suggested by PILs during the Stage Three Consultation

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
3.12	<p>In their Stage Three Consultation feedback, the PIL states their concern that the proposed route deviates from that of the existing line in Section E, resulting in visual and other environmental impacts on land previously unaffected land by the proposals. The PIL requests that National Grid follow the existing line in this location to eliminate sharp changes in direction and keep equipment close together.</p> <p>This respondent is also concerned that a proposed access road will run through their land and suggests that National Grid use an existing highway as an alternative.</p>	Partially	<p>National Grid notes the concern from PILs regarding the overhead line alignment Section E where the route diverges from the parallel alignment with the existing overhead line.</p> <p>In the Menai Strait area National Grid has proposed the use of a tunnel to carry the connection between Anglesey and north Gwynedd. Where the connection approaches the Menai Strait area the location of the overhead line is just one element of the required 'end to end' solution that is needed to deliver the connection.</p> <p>The other elements include the tunnel, shafts, tunnel head houses and cable sealing end compounds. The location of all the elements must work together to provide an end to end solution, and the location of each element is affected by factors such as geological conditions, engineering and environmental considerations, health and safety, consultation feedback and cost.</p> <p>National Grid considers that the Project provides the most appropriate balance of all the factors that fall to be considered, with the connection placed in a tunnel in the area of the Menai Strait, routing the second overhead line away from the existing overhead line in Section E.</p> <p>With regard to the PIL's concerns regarding the creation of an access road through their land, National Grid reviewed alternative route options in light of additional information from the local</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
			highways authority and amended the construction access to utilise a greater length of existing highway before establishing a new access track. Further amendments to access arrangements were discussed with the PIL at subsequent meetings, which are addressed in Table 9.3 .
3.22	<p>In a meeting with National Grid on the 4th November 2016 the PIL expressed their opposition to the position and location of pylons on their land. The PIL raises concerns regarding the position of their property between the existing and proposed overhead line which they believe will have a negative effect on their farm. The PIL questions whether the new overhead line could be moved closer to the existing alignment.</p> <p>The PIL has requested that two pylons are moved closer to farm boundary, albeit with a sufficient working width to allow for agricultural machinery and plant to move freely between the existing hedgerow and proposed pylon.</p>	Partially	National Grid notes the PIL's request to amend the position of two pylons on their land holding. This request had to be considered alongside other requests from PILs which sought wider changes to the overhead line alignment in this area. The final design change positioned the overhead line further west, away from a residential property. This change resulted in the pylons referenced by this PIL moving further up the line. As a consequence one pylon has moved into a central position within a field and the other pylon has moved into an adjoining field and is positioned approximately 15 metres from the field boundary, taking account of the working width for agricultural machinery.
	The PIL advised that the design and alignment of access tracks across their land will have an adverse impact on their ability to move cattle around. The PIL requested that National Grid move the access tracks closer to the pylons.	No	National Grid considered the PIL's request to minimise the extent of land acquisition associated with the construction activities. In response to the feedback received from this PIL, National Grid identified an alternative access road arrangement. A change was proposed to the design of the access tracks to address the concerns raised; however, this was superseded by a subsequent design request by another PIL (3.12), described in

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
			Table 9.3.
3.25	<p>In a meeting with National Grid on the 9th November 2016 the PIL requested that undergrounding of the route be reconsidered.</p> <p>The PIL asked for a pylon on their land to be moved to the boundary of their field expressing a preference for the pylon to be moved to the south.</p>	Yes	<p>National Grid recognises the interest and preference of a number of PILs (and other consultees) for an underground solution to be adopted. National Grid's response to this issue is provided in Section 9.2 and 9.8 of this report.</p> <p>National Grid considered the feedback from the PIL regarding the siting of a pylon on their land. As the suggested amendment does not result in any material change to environmental effects and would be of benefit to the PIL, National Grid has amended the siting of the pylon identified, relocating it south towards the field boundary. The pylon has been located in a position approximately 20 metres from the field boundary to ensure that it does not prevent the movement of agricultural machinery.</p>
	<p>The PIL requested that the construction access which crosses their land be amended to follow a more direct alignment than that which was proposed in the Stage Three Consultation. The PIL also requested that use is made of an existing field gate in order to reduce the impact on their agricultural land.</p>	No	<p>National Grid reviewed the request from the PIL to amend the access road alignment. National Grid devised an alternative access road alignment which would run parallel to the proposed overhead line. This alignment had to be adapted to ensure that vehicles could traverse the fields and pass through an existing field gate. This alternative alignment was presented to the PIL. In reviewing the proposals, the landowner considered that the amended alignment would result in greater land acquisition. As a consequence they rejected the alternative access road alignment.</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
3.27	<p>In a meeting with National Grid on the 15th November 2016 the PIL requested that a proposed pylon be moved approximately 75 metres further north in order to preserve the view from their property.</p> <p>The PIL also expressed concerns regarding the interaction between their agricultural activities and the proposed construction works. In particular the PIL advised that:</p> <ul style="list-style-type: none"> • their cattle will need to cross the access track multiple times per week; and, • winter forage is made as round bales and these will need to be moved safely by tractor across the farm; <p>The PIL also raised concerns over the proposed mitigation on land within their control.</p>	No	<p>National Grid considered the PIL's feedback and its interaction with the changes suggested by other PILs. The request from the PIL to relocate the proposed pylon was not adopted because it would have resulted in the movement of a pylon to such an extent that its position would no longer be synchronised with the existing overhead line and pylons, resulting in adverse landscape and visual effects. The relocated pylon would also be directly over an existing public right of way. Given the material change in environmental effects associated with the suggested amendment National Grid did not adopt the suggested alternative design.</p> <p>National Grid notes the concerns expressed by the PIL regarding farming and construction activities. Access routes would be clearly defined, supported by plans and directions issued to all contractors. Consideration would also be given to installing field gates, fencing, stock requirements and other mitigation measures required by the PIL where appropriate.</p> <p>With regard to the specific mitigation cited by the PIL, this relates to the cutting back of a hedgerow to create a visibility splay. The detail of these works has been communicated to the PIL.</p>
3.32	<p>In a meeting with National Grid on the 20th December 2016 the PIL advised that they would prefer to see the proposed pylon moved elsewhere. They expressed concern that in its</p>	Partially	<p>National Grid undertook a review of the design change requested by the PIL and its interaction with changes requested by others. A revised design was identified to address the concerns</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
	<p>proposed location it will act as a constraint to mowing their field and inhibit their silage production. The PIL indicated a preference for the pylon to be relocated to their field boundary in order to minimise potential disturbance.</p>		<p>raised by the PIL, involving the reposition of two pylons further north, minor lateral movement of a further two pylons and the removal of a pylon. Subsequent to the identification of an alternative design, National Grid adopted a broader change to the new overhead line to retain the parallel alignment with the existing overhead line. This alternative alignment allows greater synchronisation of the pylons, potentially resulting in reduced adverse effects. Whilst the final design does not fully accord with the requests made by this PIL, it has resulted in the removal of a pylon from a central location within a field to the field edge.</p>
	<p>The PIL indicated their concern regarding the temporary access roads which are proposed to cross their land and requested that they are removed.</p>	Partially	<p>National Grid reviewed the PIL's request to remove the temporary access track across their land. National Grid has to construct a temporary construction road enable access to pylons. However following discussions with the PIL the alignment of the access track has been amended to align with the field boundary, reducing disturbance to the PIL.</p>
3.35	<p>In a meeting with National Grid on the 7th December 2016 the PIL highlighted their objection to the siting of a pylon on their land and requested that a proposed pylon be relocated.</p>	No	<p>Following National Grid's meeting with the PIL, National Grid undertook a review as to whether it was possible to avoid siting a pylon on their land. It was identified that adopting an alternative alignment to remove the pylon from the PIL's land would affect a greater number of PILs. Accordingly National Grid considered that the design change requested would necessitate an</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
			alternative alignment. In light of the potential for further adverse effects, National Grid was unable to adopt the design change.
	The PIL indicated that if the pylon was to be retained on their land, their preference was for the pylon to move closer to the field boundary.	Yes	Whilst it was not possible to relocate the pylon off the PIL's land holding, an alternative design was identified which involved moving a pylon to the north west and closer to the PIL's field boundary. This change has been adopted and subject to measures to protect the important hedgerow which forms the field boundary.
	The PIL questioned whether the existing pylon on their land has to be moved or whether it is possible to retain this in-situ.	N/A	The pylon referred to by the PIL forms part of the temporary construction works which are required to facilitate the erection of the new overhead line and the realignment of the existing line. The pylon referred to needs to be replaced with an angle pylon to facilitate the transposition. Whilst a pylon could be erected on the same spot, it would increase construction and stage by stage complexity by requiring the erection of an additional temporary pylon. As a consequence the suggested amendment has not been included in the Project. The specific challenges associated with these changes have been discussed with the PIL.
	The PIL queried whether the alignment of the access track across their land could be straightened.	Yes	In light of the request made by the PIL and to avoid a pit associated with historical surface mining, National Grid revised the alignment of the access track which removes sharp corners and takes a more direct route from the public highway across the PIL's land.

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
	The PIL queried the nature of drainage mitigation which is proposed.	N/A	National Grid notes the comment from the PIL regarding drainage mitigation measures which are to be implemented as part of the construction works. A Drainage Management Plan (DMP) would be prepared prior to the commencement of works. The DMP would specify measures to reduce the effect of construction on existing drainage systems and appropriate design and control measures; these would be developed following detailed drainage and runoff management to ensure that there is no increase from existing rates.
33.06	<p>In a meeting with National Grid on 22nd November 2016 the PIL indicated a willingness for an additional pylon to be sited on land currently within their tenancy.</p> <p>The PIL also indicated that they do not consider National Grid's compensation payments to be sufficient.</p>	No	<p>National Grid reviewed the request to move a proposed pylon onto land to which the PIL is a tenant. National Grid identified that it is feasible to position a pylon in accordance with the PIL's suggestion. However in order to implement this change it would necessitate the change of angle pylon from an E6 to an E15 (which is a larger pylon). It was considered that this would result in greater adverse effects and as a consequence it was decided that the PIL's request could not be adopted. The pylon identified by the PIL was moved towards the edge of the field boundary to reduce effects on agricultural practices.</p> <p>With regard to the National Grid's compensation payments, this issue is addressed at Section 9.2 of this report.</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
39	<p>The PIL expressed their dissatisfaction that National Grid did not consult with land owners prior to the newsletter being issued.</p> <p>The PIL identified that their land is crossed by existing infrastructure which National Grid need to be aware of. This existing infrastructure consists of a water main and sewage pipe which cross the field where the proposed pylon is to be located.</p> <p>The PIL also advised that the field where the proposed pylon is to be positioned is very wet and will require drainage works. The PIL also highlights that the adjacent river is blocked and causes serious flooding.</p>	N/A	<p>National Grid has undertaken extensive pre-application consultation on the Project in accordance with the requirements of the Planning Act 2008, and sought the views and participation of local communities and others with an interest in the proposals at each stage in the decision making process. National Grid has addressed this issue in detail at Section 9.14 of this report.</p> <p>National Grid gathered feedback from the local community, people with an interest in land and stakeholders and has reviewed the feedback received.</p> <p>National Grid thanks the PIL for highlighting the position of existing infrastructure on their land holdings. As part of a review of services and infrastructure, National Grid has been able to identify that the existing sewage pipeline is approximately 19 metres away from the centre of the nearest pylon and does not interfere with the working area. The water pipeline is approximately 16 metres from the pylon centre and runs directly through the pylon working area. National Grid has already discussed this pipeline with Welsh Water and appropriate measures would be adopted to ensure that this pipeline is protected during construction.</p> <p>National Grid welcomes the feedback regarding the ground conditions and commentary regarding the potential risk of flooding where the proposed</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
			pylon is to be located. National Grid would ensure that site-specific drainage measures are implemented when designing and constructing the access road.
57 NAP	<p>In a meeting with National Grid the PIL expressed their dissatisfaction with National Grid's proposals. The PIL highlighted their concerns regarding the depreciation in the value of their property and houses built for family members. The PIL questioned the need for National Grid to erect the additional overhead line citing a theory that the proposals are a precursor for the development of additional nuclear power stations in the future. The PIL indicated that they will not be directly affected by the overhead line as there is no pylon or oversail affecting their land. The PIL's land is required for some drainage mitigation works on the edge of their land. The PIL indicated that they were not happy with this proposal.</p>	No	<p>National Grid notes the concern raised by the PIL regarding the use of the edge of their land for drainage mitigation works. The land in question is adjacent to a proposed pylon where the land drains to the south west. The strip of land identified is required to maintain an existing drain and to ensure that any improvements can be implemented to avoid the risk of flooding. Following consideration of the request from the PIL, National Grid was unable to exclude their land from the drainage mitigation works.</p> <p>National Grid notes the PIL's comment regarding the need for the proposed works. A detailed Need Case has been published as part of National Grid's application for development consent. The Need Case is available to view at Document 7.1.</p> <p>National Grid recognises that PILs have concerns regarding the value of their property. This issue is addressed at Section 9.3 of this report.</p>
62.01	<p>In feedback provided during a meeting with National Grid on the 18th November 2016 the PIL requested that a pylon on their land be moved closer to the field boundary hedge or on the other side of the hedge.</p> <p>The PIL also identifies that there is a 10 inch</p>	Partially	National Grid reviewed the request from the PIL to reposition a pylon and identified an alternative location which would position the pylon close to the hedge. Subsequent to identifying a potential alternative position for the pylon, National Grid adopted a broader change to the routing of the

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
	<p>water pipe in the bottom of their field which drains into a bog.</p> <p>The PIL highlighted that they had no objection to the access track arrangements.</p>		<p>new overhead line. This amendment facilitated a closer parallel alignment to the existing overhead line. As a result of these wider changes the pylon highlighted by the PIL has moved slightly to the north west as part of a design which allowed for an additional pylon to be removed. This alternative alignment allows greater synchronisation of the pylons, potentially resulting in reduced adverse effects.</p> <p>National Grid thanks the PIL for noting the presence of the 10" water pipe. A review of available information identified that the water pipe is approximately 66 metres away from the centre of the pylon. As such, the water pipeline is at a sufficient distance not to be affected.</p>
140	<p>During a meeting with National Grid the PIL requested that the construction access road which is proposed between two pylons on their land is amended to follow a more direct alignment. The PIL notes that the alignment proposed as part of the Stage Three Consultation was routed in order to avoid stone/rocky outcrops. The PIL suggests that if National Grid were to remove these rocky outcrops it would enable them to adopt a straight access road and would assist the farm.</p>	Yes	<p>National Grid considered the potential to amend the access road alignment. During a site visit it was identified that the alignment suggested by the PIL was constrained by the rocky outcrops. The route between the pylons referenced by the PIL was identified as undulating and steep, presenting a number of difficulties when designing and building a suitable access track. This would require the removal of rock which may necessitate blasting to create a safe, usable access route or would require traversing over very steep, undulating topography.</p> <p>Whilst it was not considered feasible to implement the route option suggested by the PIL, an alignment was identified which sought to follow a straighter alignment which takes into account</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
			ground conditions. It is considered that the alternative alignment would reduce the effect on agricultural land and operations during construction. The scale of the change was communicated to the PIL.
161	<p>In a meeting with National Grid on the 11th November 2016 the PIL requested that the construction access across their land should be amended to avoid the need for a new bellmouth and access. The PIL requested that National Grid utilise the existing farm access which goes through the farm yard.</p> <p>The PIL reiterated this request during a further meeting with National Grid in May 2017 and this feedback is captured in Table 9.3.</p>	No	National Grid considered the request from the PIL. Whilst the use of an existing access provides a number of environmental benefits associated with reducing construction works, it is considered that the movement of vehicles through a working farm yard and past a residential property raises a number of health and safety considerations. The use of the existing access track would also limit the available space for vehicles to manoeuvre and may introduce bio-security risks. On this basis, National Grid retained the original access track as presented at the Stage Three Consultation in order to maintain separation between construction vehicles and the working farm yard and residential property.
	The PIL also requested that a pylon on their land should be relocated and positioned towards the field boundary.	Yes	National Grid reviewed the requested change to the design and confirmed that it would be possible to relocate the pylon identified by the PIL. The pylon identified was moved approximately 25 metres towards the edge of the field boundary to reduce effects on agricultural practices.
NAP 207	Through their Stage Three consultation feedback and in a meeting with National Grid the PIL requested that National Grid amends it	Partially	In reviewing the alternative design presented by the PIL, National Grid noted that it would reduce the number of field boundaries which need to be

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
	<p>construction access road proposals to avoid entering their property. The PIL highlights that the proposed track would have to come across a steep parcel of land and cross a river which is identified as being in the Glastir agri-environment scheme. The alternative alignment suggested by the PIL follows field boundaries rather than routing across them.</p>		<p>crossed and avoid the need to cross a deep valley. Following a site visit it was concluded that the alignment proposed by the PIL was a more suitable access route to adopt, presenting a route which has less undulations, and avoids the need for earthworks. In light of this review, National Grid adopted an amended route based upon that suggested by the PIL. This alignment was subject to further refinement to straighten the alignment to utilise an existing field gate.</p>
296	<p>Through their formal consultation feedback and in discussions with National Grid, the PIL highlighted that the proposals would result in their property being positioned between the existing and proposed overhead line. The PIL expresses their concerns that the construction works will have a significant adverse effect on their quality of life.</p> <p>The PIL raises concerns regarding the potential adverse effects associated with EMF and indicates that the Project will impact on the value of their property and prevent them from selling.</p> <p>The PIL suggested that two pylons be moved further west enabling the overhead line to be located further from the centre of an adjoining village reducing impacts on the local environment and businesses.</p>	Yes	<p>National Grid considered the feedback provided and amended the alignment to route the proposed overhead line further from residential properties in the area.</p> <p>With regard to the PIL's comments regarding EMF and their concerns regarding property devaluation, these matters are addressed at Section 9.2 of this report.</p>
336	<p>The PIL indicated their preference for an overhead line to go around the back of their</p>	No	<p>National Grid considers that by maintaining a</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
	property in order to avoid the cumulative visual effects from three overhead lines to the front of the property.		close parallel between the existing and proposed overhead line it will reduce the overall landscape and visual effects. As a consequence, National Grid was unable to adopt the change requested.
388	In their feedback form and accompanying letter, the PIL stated that the access road was too close to their property. No alternative alignment was suggested by the PIL.	Yes	National Grid considered this issue, which was also raised by another PIL in a later proposed change to the design. National Grid reviewed its access track configuration and has removed the access road adjacent to this PIL's property.
389	<p>In a meeting with National Grid on the 12th October 2016 the PIL expressed concerns regarding the layout of the temporary access tracks and the impact they would have on their land.</p> <p>The PIL requested that an access track which is parallel to the proposed overhead line be removed.</p>	No	<p>In response to the feedback received from the PIL, National Grid identified a number of alternative track alignments to access National Grid pylons on the PILs land. A site visit was undertaken to review the preferred alternative access track. During this site visit it was identified that the field through which the preferred alternative option crossed is wet and boggy and the alignment of the access track would necessitate the removal of additional hedgerows. In addition, the preferred alternative alignment would involve crossing an area at risk of surface water flooding, and also affect an additional three PILs.</p> <p>National Grid requires access to the proposed pylons. In response to the feedback received from the PIL alternative options were identified and assessed. However, for the above reasons National Grid was not able to adopt an alternative access track option across the PIL's land.</p>
	The PIL requested that a temporary access track across their land to provide access to an existing	Yes	National Grid reviewed the alternative access which was suggested by the PIL. National Grid

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	<p>SP Manweb pylon should be removed. The PIL suggests that an alternative access exists which utilises a section of public highway.</p>		<p>considers that the alternative arrangement does provide a number of material benefits by moving the temporary access away from properties, reducing its length and avoiding direct effects on public rights of way. The alternative access suggested is also located on a field boundary thereby avoiding the potential for field severance.</p> <p>In light of the above, National Grid adopted the alternative access suggested by the PIL in to the final proposed design.</p>
	<p>The PIL requested the removal of the access track between two existing pylons, a bellmouth and corresponding section of access track. The PIL proposed an alternative access on north side of field boundary between the relevant pylons, and a short section to access another pylon.</p>	Partially	<p>National Grid undertook a site visit to review the suggested alterations to provide access to the pylons referenced by the PIL.</p> <p>National Grid was able to adopt the requested design change which results in the removal of the bellmouth and corresponding section of access track.</p> <p>National Grid was not able to adopt the wider removal of access tracks requested by the PIL. In order to erect the pylons and to string the conductors, it is necessary to ensure that adequate access is provided to enable construction vehicles and plant to access the site.</p> <p>As a consequence it is necessary to retain the access track between these pylons. The alternative alignment suggested by the PIL would have required greater land acquisition introducing a number of PILs who were not previously directly affected by the proposals. The alternative alignment would also have to traverse a steep,</p>

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	In a meeting with National Grid the PIL identified that drainage is an issue in a field where a pylon is proposed to be sited.	n/a	undulating landscape and cross a number of important hedgerows. Following a site visit it was evident that the field with the proposed pylon is wet and boggy. The nature of the ground conditions is not considered to be a determining factor with regard to the siting and positioning of this pylon. National Grid identified that appropriate drainage would be required when constructing the pylon.
399	In a meeting with National Grid on the 13th October 2016 the PIL indicated that they are proposing to build a house on their land. The PIL confirmed that they had no real interest with regard to the access track positions.	No	To address the concerns raised by the PIL, a new alternative alignment which took the overhead line further south was considered. However, the alternative proposal routed the overhead line 45 metres to the south, and necessitated the use of two angle towers. Following consideration and in consultation with the PIL, National Grid did not adopt the alternative design as it did not provide a more appropriate alternative to that which was presented during the Stage Three Consultation.
407	In a meeting with National Grid the PIL advised that they have no objection to the proposals at Wylfa, however they do request that National Grid reconsiders the selection of technology for the connection and adopt the use of undergrounding or Subsea options.	n/a	National Grid recognises that there is a preference among some consultees for the connection to be placed underground, either through the use of buried cables or a subsea option. National Grid's response on these matters is provided in Section 9.2 of this report.
	The PIL expressed their support for the overhead line alignment presented in the Stage Three Consultation.	Yes	National Grid has reviewed the design amendment suggested and presented a design to the PIL illustrating the realigned position of the pylon identified by the PIL to move it closer to the

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	<p>However, the PIL requested that National Grid relocate the pylon proposed on their land approximately 20 metres south towards a field boundary. The PIL considered that the repositioning of this pylon would be in accordance with the pylons associated with the existing overhead line.</p>		<p>field boundary. The pylon would be closer to a hedgerow, with measures contained within the CEMP (Document 7.4) adopted to protect it. As the proposed amendment had no greater environmental effects and was of benefit to the PIL, National Grid adopted the design change.</p>
	<p>The PIL raised concerns regarding the proposed routing of construction access roads across their land. The PIL was concerned that the proposed alignment traverses a number of fields and has the potential to destroy field boundaries. The PIL also highlighted that the creation of bellmouths would result in the loss of hedgerows to create necessary visibility splays. The PIL suggested an alternative arrangement which involves bringing vehicles in from an existing field gateway off the B5111 across and down a driveway to access pylons on the existing and the new overhead line.</p> <p>The PIL also highlighted that the proposals would have an adverse impact upon their agricultural activities, namely:</p> <ul style="list-style-type: none"> • Proposals will result in a loss of grazing land during construction; and • Previously there have been problems with contractors (not in relation to National Grid) with regard to works and adverse effects on drainage. 	Yes	<p>National Grid reviewed the design for the construction access. In order to address the concerns raised by the PIL, National Grid rationalised the proposed access arrangements by removing three bellmouths and utilising the existing access road which serves the PIL's own property. New access tracks would spur from this existing track reducing the extent of temporary works required. The proposed works would require the improvement of the existing bellmouth, however the reduction in the scope of the works would reduce the vegetation clearance (removing the need to cross two important hedgerows) required to create appropriate visibility splays. National Grid adopted these changes to the final design.</p> <p>National Grid recognises that the construction activities would place a temporary constraint upon normal agricultural activities. This matter is addressed at Section 9.3 of this report.</p> <p>It is recognised that damage to land drainage is a concern to agricultural land owners and tenants affected by the Project may have. The effects of</p>

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			the development can be readily mitigated by standard measures e.g. drainage diversion and reinstatement. These measures are incorporated in to the CEMP (Document 7.4), with a Drainage Management Plan (DMP) prepared prior to the commencement of works. The DMP will specify measures to reduce the effect of the construction on existing drainage systems.
	<p>In a further meeting with National Grid the PIL made a second submission reiterating the above issues, namely:</p> <ul style="list-style-type: none"> • A first preference to lay the cable along the sea bed; • A second preference for undergrounding; • Acknowledgement that the alignment of the proposed new line will avoid their property being surrounded by pylons and this is considered to be a better option. However they reiterate their concerns regarding access track arrangements and proposed construction areas. The PIL requested that access should utilise an existing and reinforced drive and that temporary haul roads should be localised; and • The PIL also requested the provision of landscape screening. 	Partial	<p>A number of the matters raised accord with the points addressed above. The additional points relate to the further realignment of the access tracks and the request for landscape screening.</p> <p>The revised access track alignment described above has been further rationalised following this additional feedback from the PIL.</p> <p>In response to the PIL's request for landscape screening, National Grid has included this property in the Voluntary Residential Planting Scheme. .</p>
	The PIL identifies that the access routes on their land crosses a river in two places. The PIL	Yes	National Grid reviewed the construction access arrangement and identified an alignment which

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	<p>expresses concern that this is likely to cause damage to the river bank and have an adverse effect on wildlife.</p> <p>The PIL also advises that there are bats on their land.</p> <p>The PIL has advised that they would object to any re-routeing of the new line on to the opposite side of the existing line i.e. between existing line and their property. This would be totally unacceptable and even more detrimental to the farm, compared to the current proposal.</p>		<p>would permit the removal of a river crossing identified for the National Grid access. However it was not possible to remove the access and river crossing which is proposed for the Scottish Power Manweb works.</p> <p>The presence of bats on the landholding is noted and is directly addressed at Section 9.5 of this report.</p> <p>With regard to the re-routeing of the new overhead line onto the opposite side of the existing line in this area, National Grid has no proposals to adopt such an alignment.</p>
453 & 448	<p>In a joint meeting with National Grid two PILs advised that they are unhappy with the proposed access arrangements. The PIL affected by the access has informed National Grid that the field is very wet and access between September and May is best avoided.</p> <p>The PIL has suggested that the access track should be made from pylon to pylon to minimise any potential damage.</p>	Yes	<p>National Grid reviewed the feedback from both PILs regarding the waterlogged nature of the field where the proposed access track would be routed. An alternative alignment was identified and adopted, which is approximately 10 metres shorter and occupies drier land which would reduce the likelihood of damage to the soil resource.</p>
467	<p>In their Stage Three Consultation feedback the PIL raises concerns regarding the overhead line arrangement in proximity to a caravan park. The PIL expresses concerns regarding EMF, limits of ground clearance between conductors and caravans / agricultural plant and machinery and</p>	No	<p>National Grid conducted a review of the alternative alignments suggested by the PIL. In proposing to deviate the existing and proposed overhead line in this area National Grid considers that this would result in the introduction of two additional angle towers to facilitate the change in direction of the</p>

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	<p>noise and visual impacts associated with the proposed design.</p> <p>The PIL has requested that National Grid design the alignment to reduce direct effects on the caravan park by:</p> <ul style="list-style-type: none"> • deviating the existing and proposed overhead line to avoid over-sailing the caravan park; • leaving existing angle towers in position and realign the new overhead line; • undergrounding the route. 		<p>alignment onto elevated land which is considered to be in conflict with the Holford Rules. It is considered that this change in alignment would result in adverse landscape and visual effects and therefore was not adopted.</p> <p>The alternative proposal to realign the new overhead line would move the overhead line away from the caravan park; however this would then introduce landscape and visual changes to other properties and result in encircling a number of properties. The realignment could also have adverse effects on the setting of a Scheduled Monument.</p> <p>For the above reasons, National Grid is not able to adopt any of the alternative overhead line routing arrangements suggested by the PIL.</p> <p>National Grid takes any suggestion of health effects very seriously and is committed to following the independent guidelines and policies adopted by the Government and set out in NPS EN-5. Compliance with these policies is documented as part of the DCO application. Further information regarding this matter is provided at Section 9.2 of this report.</p> <p>Consideration of electrical safety clearances has been taken into account when designing and routing the overhead line. Overhead lines are required to be designed, constructed and operated</p>

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			<p>to meet the requirements set out in the Electrical Safety, Quality and Continuity Regulations 2002 (as amended). Overhead lines must also meet the Electrical Supply Industries own standards which govern the minimum clearances to be provided between the conductors, roads, trees and other features.</p> <p>Each transmission pylon has property signs, individual warning plates and a safety warning. Once a line is constructed, National Grid writes to all whose land is crossed by overhead lines, reminding them of the need for care in the use of ladders, tall machinery and other equipment.</p> <p>National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously including when planning and designing new infrastructure such as that proposed for the North Wales Connection Project. This issue is addressed at Section 9.3 of this report.</p> <p>National Grid recognises that there is a preference among some consultees for the connection to be placed underground, either through the use of buried cables or a subsea option. National Grid's response on these matters is provided in Section 9.2 of this report.</p>
516	The PIL has requested that National Grid adopts undergrounding as its preferred technology option.	No	National Grid notes that there is a preference among some consultees for the connection to go underground. National Grid's response in relation to placing the connection underground is provided

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	The PIL also highlighted specific constraints associated with pylons located on cultivated land and the additional annual costs associated with using machinery to avoid the pylons.		<p>in Section 9.2 of this report.</p> <p>National Grid reviewed the position of pylons on the PIL's landholding with regard to their comment regarding the constraint this presents to their farming practices. The amended design involves siting a pylon to the south-east so that it is closer to the existing field boundary, whilst maintaining a 10 metre buffer between the pylon and the hedgerow boundary.</p> <p>Whilst this amendment was adopted, a subsequent request was submitted suggested by the PIL's family seeking an amendment to a pylon location to enable farm machinery to pass between the pylon and field boundary. This subsequent design change was considered to be beneficial for the PIL and as there were no overriding environmental or technical reasons to reject it, the proposal was accepted by National Grid. This subsequent design request is described in Table 9.3.</p>
535	In a meeting with National Grid the PIL stated that they do not want a pylon directly in front of their gateway.	N/A	National Grid confirmed that the proposed pylon will be approximately 70 metres from the PIL's nearest field gate. No design changes were proposed in response to the feedback from this PIL.
	The PIL expressed concern regarding proposed construction vehicles passing their property. The PIL has also identified that a stone bridge adjacent to their property is not suitable for heavy	Yes	In reviewing the PIL's request, National Grid considers that the alternative access arrangement suggested by the PIL, which avoids the stone bridge, would be preferable. This arrangement

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	goods vehicles and requests that an alternative access is sought.		<p>would also reduce effects on residential properties and reduces the number of fields affected by the temporary access requirements.</p> <p>As the proposed design change would be of benefit to the PIL and has no material difference in environmental effects compared to the design presented for the Stage Three Consultation it was accepted and National Grid has amended the access arrangements in the final design.</p>
575	<p>In a meeting with National Grid the PIL highlighted that the layout of the proposed overhead line will take high quality agricultural land out of production. The PIL is concerned that the proposed works will affect the drainage and that weeds will establish on their land resulting in an adverse effect on the quality of the land.</p> <p>The PIL also expressed their concern that the proposed works will result in the devaluation of their property.</p>	N/A	<p>National Grid notes the concerns expressed by the PIL regarding mitigation and the interaction with construction activities. Access routes will be clearly defined, supported by plans and directions issued to all contractors. Consideration will also be given to installing field gates, fencing, stock requirements and other mitigation measures required by the PIL where deemed appropriate.</p> <p>National Grid recognises the concerns of PILs regarding impacts on drainage. High-level agricultural drainage surveys have been carried out, with drainage areas identified and included within the Order Limits, as shown on the Construction Plans (Document 4.14).</p> <p>Effects of development can be readily mitigated by standard measures e.g. diversion and reinstatement. These measures are incorporated in to the CEMP (Document 7.4), with a Drainage Management Plan (DMP) prepared prior to the commencement of works. The DMP will specify measures to reduce the effect of the construction</p>

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			<p>on existing drainage systems.</p> <p>With regard to the PIL's concern regarding the devaluation of property this matters is addressed at Section 9.2 of this report.</p>
589	<p>In a meeting with National Grid on the 19th October 2016 the PIL indicated that they were happy that only one pylon is proposed on their field. The PIL also advised that they would prefer there not be a new overhead line.</p> <p>The PIL expressed their concern for the residents in Capel Coch and suggested that a subsea option should be adopted rather than using an overhead line.</p> <p>The PIL indicated that it was their preference for the pylon on their land to be moved closer to the hedge and is confused as to why it is not located in the SSSI or boggy area. The PIL indicated that there is already a pylon in the adjacent SSSI and questioned why a second pylon could not be located there</p>	No	<p>National Grid reviewed the request to position the pylon identified by the PIL closer to the existing field boundary. In reviewing the proposals, National Grid considers that the pylon is already very close to the existing hedgerow and that a lateral movement would result in the removal of a section of the boundary hedgerow. This hedgerow is identified as being important in heritage terms and, accordingly, National Grid did not adopt the minor design change.</p> <p>With regard to positioning a pylon within a SSSI, this site is identified as a National Nature Reserve, Special Area of Conservation, Ramsar and SSSI. In light of the international status of this fenland, National Grid has sought to route the overhead line around this area.</p> <p>National Grid recognises that there is a preference among some consultees for the connection to be placed underground, either through the use of buried cables or a subsea option. National Grid's response to these matters is provided in Section 9.2 of this report.</p>
593	Through their Stage Three Consultation feedback the respondent highlights their concerns regarding	No	National Grid undertook a high level assessment of an alternative overhead line route which routes away from Capel Coch. The alignment broadly

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	the impact of the overhead line on views from their existing property. The PIL also suggests that the alignment will constrain plans to build a house on their land.		<p>accords with Route Corridor Option 3A which was discounted on the basis that it would introduce a significant number of pylons into a landscape which has no existing overhead line infrastructure, affecting views not only from Capel Coch but also Llannerchymedd and surrounding hamlets to the west. This alternative overhead line alignment would result in Llandyfydog having an overhead line to the east and west of the settlement, and lead to effects on the settings of a number of high value historic assets which are not currently affected by the proposed alignment.</p> <p>National Grid notes the PIL's concern regarding the constraint the overhead line may impose on future development opportunities. However, National Grid considers that alternative alignment options away from Capel Coch do not offer wider benefits over the alignment presented during the Stage Three Consultation.</p>
602	Through their consultation feedback, the PIL expresses concern that National Grid has not adequately considered a routeing alignment to the west of Capel Coch. In addition, the PIL considers that National Grid should have considered an alignment which crosses the Anglesey Fens SAC.	No	National Grid undertook a high level assessment of an alternative overhead line route which routes away from Capel Coch. The alignment broadly accords with Route Corridor Option 3A which was discounted on the basis that it would introduce a significant number of pylons into a landscape which has no existing overhead line infrastructure, affecting views not only from Capel Coch but also Llannerchymedd and surrounding hamlets to the west. This alternative overhead line alignment would result in Llandyfydog having an overhead

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			<p>line to the east and west of the settlement, and lead to effects on the settings of a number of high value historic assets which are not currently affected by the proposed alignment.</p> <p>National Grid notes the comments regarding the routing of the overhead line through the Cors Erddreiniog (Anglesey Fens SAC). This site is identified as a National Nature Reserve, Special Area of Conservation, Ramsar and SSSI. In light of the international status of this fenland, National Grid has sought to route the overhead line around this area.</p> <p>As a result, National Grid considers that the alternative alignment proposed by the PIL does not provide a more appropriate alternative to that which was presented during the Stage Three Consultation.</p>
606 NAP	<p>Through their response to the Stage Three consultation and in a meeting with National Grid the PIL highlighted a number of concerns regarding the proposed overhead alignment. The concerns expressed comprised the following:</p> <ul style="list-style-type: none"> The proposed route will put their home between two pylons and the construction site will be all around their home therefore alternative routes behind their property should be considered. The PIL requests that National Grid consider taking a complete new route away from Capel Coch. The PIL highlights that the area of 	No	<p>National Grid undertook a high level assessment of an alternative overhead line route which routes away from Capel Coch. The alignment broadly accords with Route Corridor Option 3A which was discounted on the basis that it would introduce a significant number of pylons into a landscape which has no existing overhead line infrastructure, affecting views not only from Capel Coch but also Llannerchymedd and surrounding hamlets to the west. This alternative overhead line alignment would result in Llandyfrydog having an overhead line to the east and west of the settlement, and lead to effects on the settings of a number of high</p>

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	<p>Capel Coch has historical significance and landscape beauty and as such the routing of an overhead line is not acceptable.</p> <ul style="list-style-type: none"> • Their home will be devalued. • There will be effects on their business plans, including a caravan and camping site and B&B proposals; • Noise from pylons in damp weather; and • Concerned about EMF and health impacts. 		<p>value historic assets which are not currently affected by the proposed alignment.</p> <p>As a result, National Grid considers that the alternative alignment routing away from Capel Coch does not offer wider benefits over the alignment presented during the Stage Three Consultation.</p> <p>With regard to the other matters raised by the PIL, National Grid has responded to these matters within this report at:</p> <ul style="list-style-type: none"> • Concerns about effects on property value is addressed at Section 9.2; • Concerns about effects on local businesses are addressed at Section 9.3; • Concerns regarding noise effects are addressed at Section 9.3; and • Concerns regarding EMF and health are addressed at Section 9.2.

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	<p>Through their consultation feedback the PIL has expressed concern regarding the positioning of construction access routes on their side of their property. The PIL is concerned that these access routes will restrict access to their property and generate construction noise and disruption.</p>	Partially	<p>National Grid reviewed the construction access arrangements highlighted by the PIL. In order to address the concerns raised by the PIL, National Grid designed an access track which broadly follows the proposed overhead line route. Deviations away from the proposed overhead line have been made where following field boundaries would assist in reducing effects. The access track alignment which has been adopted would remove the access tracks and bellmouths from land adjacent to this property, moving the access further to the west.</p> <p>The new access track alignment would provide a continuous link of access track between two primary bellmouths and would therefore reduce the number of vehicles utilising sections of unclassified public road.</p> <p>Further amendments were made to the proposed alterations to the access tracks in this location following discussions with a neighbouring PIL. An access was amended to follow a field boundary in order to reduce effects on their farming activities. These changes are described at Table 9.3.</p> <p>It does remain necessary to maintain an access track for the Scottish Power Manweb works. Therefore, whilst changes have been adopted they do not fully accord with the request made by the PIL.</p>
618	In their feedback form, the PIL highlights that the	No	National Grid considered the PIL's feedback and

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	proposed alignment will result in four properties being enclosed between two overhead lines. The PIL suggests that the route should be amended to position the proposed overhead line between the Maenaddwyn Junction and Cors Erddreiniog.		<p>identified two potential alternative alignments to address their feedback. The options considered included an alignment through the western edge of the SAC and an alignment to the eastern edge of the SAC. Both options were discounted on the basis that they would result in greater environmental effects with regard to landscape and visual impacts and effects on features of ecological interest.</p> <p>National Grid considers that the alignment proposed at Stage Three Consultation provides the most appropriate solution to adopt for the application for development consent.</p>
660	The PIL expresses their concern regarding the proximity of the overhead line and Capel Coch. The PIL requests that National Grid consider adopting a more easterly route for Section C, routeing through the SAC if necessary.	No	<p>National Grid considered the PIL's feedback and identified two potential alternative alignments to address their feedback. The options considered included an alignment through the western edge of the SAC and an alignment to the eastern edge of the SAC. Both options were discounted on the basis that they would result in greater environmental effects with regard to landscape and visual impacts and effects on features of ecological interest.</p> <p>National Grid considers that the alignment proposed at Stage Three Consultation provides the most appropriate solution to adopt for the application for Development Consent.</p>
710	In a meeting with National Grid the PIL requested	No	National Grid considered various design options in

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	<p>that National Grid amend the alignment of the overhead line to move it further from their property. The PIL requested that National Grid move the existing overhead line further east and transpose the proposed new overhead line on to the pylons of the existing line.</p> <p>In their written feedback to the Stage Three Consultation the PIL challenged National Grid's compensation payments associated with the erection of a pylon. The PIL suggested that as an overhead line is cheaper than undergrounding, landowners should be compensated to a commensurate level.</p> <p>The PIL identified that they have proposals to convert an existing farm house into holiday lets. The PIL is concerned that the erection of a new overhead line will affect these proposals and result in the devaluation of their property.</p>		<p>response to the design suggestions made by the PIL. The alternative proposed alignment of the overhead line would result in the pylons being routed closer to an adjoining Ramsar site, Special Area of Conservation, Site of Special Scientific Interest and National Nature Reserve. The realignment could result in conductors oversailing these designations with a direct effect on an Internationally and Nationally designated site. This would conflict with Holford Rule 2.</p> <p>In light of the review of the alternative design proposals and the potential adverse effects, National Grid did not adopt the suggested amendments at this location.</p> <p>National Grid notes the commentary regarding compensation payments. This matter is addressed at Section 9.2 of this report.</p>
715	<p>In a meeting with National Grid the PIL requested that a pylon proposed on their land be moved north and into an adjoining field.</p>	No	<p>National Grid reviewed the PIL's request to move the proposed pylon on to an adjoining field. National Grid is of the view that the habitat on the adjoining land is of a greater quality than the land affected by the design presented for the Stage Three Consultation, therefore moving the pylon and associated access tracks and construction area could result in adverse environmental effects. As a consequence National Grid did not adopt this request to amend the design.</p>

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725	<p>In a meeting with National Grid the PIL stated their request for the pylons to be routed through the Cors Erddreiniog. However they did acknowledge the reasons why this alignment has not been adopted previously.</p> <p>In reviewing the proposed alignment, the PIL requested that the pylon which is proposed to be located on their land is positioned as close to the field boundary as possible. The PIL highlighted that they would wish for there to be a gap maintained which is sufficient to enable a tractor to pass between the pylon and the hedgerow.</p>	Yes	<p>National Grid notes the comments from the PIL regarding the routing of the overhead line through the Cors Erddreiniog. This site is designated as a National Nature Reserve, Special Area of Conservation, Ramsar site and SSSI. In light of the international status of this fenland, National Grid routed the overhead line around this area. The route which was selected for detailed design (combination of route 3a and 3b) was selected as it avoids properties in Maenaddwyn as well as avoiding the Cors Erddreiniog site.</p> <p>In response to the PIL's request, National Grid moved the pylon approximately 25 metres south towards the field boundary, retaining a 10 metre gap between the pylon and hedgerow for agricultural machinery access. Whilst the hedgerow is identified as being of historical importance it is considered that there will be no adverse effects on this hedgerow associated with the proposed relocation. The relocation will also necessitate the pylon increasing by approximately 3 metres in height. No significant adverse environmental effects were anticipated as a result of this design change therefore it was adopted in the final design.</p>
	The PIL queried if National Grid could use an existing track from Capel Coch to access pylons along the new connection, highlighting that the tax payer has already paid for the track.	No	National Grid has reviewed the PIL's request to utilise an existing track in order to provide access to two pylons. This access would be in addition to the existing proposed access which is parallel to the proposed overhead line.

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			<p>It is understood that the existing track was installed by Natural Resources Wales which is also used as a public right of way. The existing bellmouth is considered to be extremely poor with limited visibility due to an adjacent property.</p> <p>National Grid's preference is to use a designated access road at all times unless there are no appropriate alternative options available. If National Grid were to adopt the access road suggested by the PIL it would result in a shared access, introducing health and safety risks which are not present under the alignment presented at Stage Three Consultation. In light of the need for shared access were this track to be used, National Grid did not consider it appropriate to include this additional route within its proposals.</p>
	<p>The PIL requests that National Grid exclude the Proposed Planning Boundary from the Special Area of Conservation (SAC). The PIL identifies that "there would be another working area at the south end of the site within the SSSI. Ideally, it would be preferable if any working areas could be located outside the site."</p>	Yes	<p>National Grid reviewed the proposed amendment. Given the geographical extent it was considered within three separate sections (Parts A, B and C). In respect to the section of SAC highlighted by the PIL, National Grid considered its construction activity requirements and identified an area of 7,540m² of land within the SAC which could be removed from the Order Limits. This is reflected in the final design.</p>
	<p>The PIL has indicated that they are very opposed to proposed drainage works. The PIL identifies that this part of the site contains good areas of fen into reed bed and that it is a very sensitive area.</p>	Yes	<p>National Grid is required to maintain or install new drainage to ensure that any potential adverse effects associated with construction e.g. flooding or environmental pollution is avoided. In response</p>

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	<p>The PIL was concerned that the drainage proposal could affect the whole site.</p>		<p>to the feedback from the PIL the drainage areas of concern have been redesigned and removed from the order limits.</p>
	<p>The PIL identified that a construction access which is parallel to the proposed overhead line crosses a Natural Resources Wales track. The PIL requested that National Grid amend its access arrangements to remove the proposed access track.</p>	No	<p>In order to construct the proposed overhead line there is a requirement to have a construction access track between the pylons identified by the PIL. It is therefore not appropriate to remove the proposed access track. However, National Grid notes the concerns raised by the PIL and proposes to adopt suitable mitigation measures e.g. gate the temporary access road on either side of the NRW track and manage accordingly during the construction works.</p>
865	<p>In a meeting with National Grid the PIL identified that they are in the process of selling their property which is already affected by an existing pylon. They are concerned that an additional pylon and overhead line will devalue their property.</p> <p>The PIL also advised that the route of a proposed temporary access track across their land is particularly wet and that the track should be relocated. The PIL advises that there is already an access track which could be utilised to avoid coming onto their land.</p>	Yes	<p>National Grid undertook a site visit to review the alternative access arrangement suggested by the PIL. It was noted that there is an existing track present in this area which would avoid the land parcel to the north east identified by the PIL. In undertaking the site visit it was noted that there is a drain present to the north east which drains across the existing access track. It was also noted that the alternative route which was suggested by the PIL is extremely wet and would require substantial drainage management and watercourse crossing works.</p> <p>An alternative 'curved' configuration was adopted which enables the access track to avoid the land parcel identified by the PIL.</p>

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			National Grid notes the concern of the PIL regard the potential adverse effects on the value of their property. National Grid has responded to this issue at Section 9.2 of this report.
883	The PIL requested that National Grid amend the spans between pylons adjacent to their property.	Yes	<p>National Grid undertook a review of the design change requested by the PIL and identified a solution which would enable the pylon identified by the PIL to be moved approximately 75 metres to the north.</p> <p>This amendment is subject to whether National Grid implements Option A or Option B for the routing of its overhead line. Option B involves broader changes to the overhead line alignment which would then allow the new overhead line to run parallel to the existing overhead line and allow for greater synchronisation between pylons, with fewer angle towers and potentially one less pylon.</p>
885	<p>In a meeting with National Grid the PIL expressed concern that a proposed tension pylon will be visible from five windows of their property. The particular pylon was also identified by the PIL as not being parallel with the existing overhead line. The PIL has requested that National Grid considers the feasibility of:</p> <ul style="list-style-type: none"> • moving the pylon back up the line into the next field; or 	Yes	<p>National Grid reviewed both design changes proposed by the PIL. National Grid considers that the proposal to move the pylon into the yard at the rear of the barn offers a number of benefits including the reduced effect on agricultural land and agricultural activities. The amendment would also result in the pylon moving further north away from the PIL's property.</p> <p>National Grid adopted the change as there are no</p>

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	<ul style="list-style-type: none"> moving the pylon into the yard at the rear of the barn. <p>In a meeting with National Grid the PIL requested that the temporary access across their land be amended to follow a more direct alignment.</p>	Yes	<p>materially significant environmental effects associated with the proposed amended pylon position.</p> <p>National Grid considered the design change requested by the PIL and identified an alternative alignment which reduces the overall effect on agricultural land (the revised access track is 325 metres long compared to the original proposal of 490 metres). The proposed bellmouths have been relocated and it is considered that the revised locations provide more appropriate visibility splays. The alternative alignment would also reduce the effect on two PIL's by removing their land from the Order Limits.</p> <p>The alternative alignment would also offer improved visibility onto the highway and reduce the number of hedgerows affected. In light of the benefits associated with this revised option National Grid adopted the suggested design change.</p>
931	<p>In a meeting with National Grid the PIL indicated that they have no objection to the siting of a proposed pylon on their land. However the PIL does have concerns regarding the proposed mitigation works highlighting that there are land drains in the area where planting is proposed. The PIL also advised that the proposed planting has the potential to constrain access to their wider land holding and will result in the loss of</p>	Yes	<p>The proposals presented for the Stage Three Consultation involved the provision of a belt of planting around the southern extent of an existing woodland. In response to the feedback from the PIL, National Grid amended the mitigation proposals to include an area of planting within the woodland as well as a parcel of land to the south. The belt of planting which was of particular concern to the PIL has been removed from the</p>

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	agricultural land, reducing the head of sheep with a resultant decrease in earnings.		mitigation works. The removal of this woodland belt addresses the PIL's concerns regarding the loss of grazing land.
	The PIL subsequently identified a request for further revisions to the planting mitigation proposals in order to avoid areas of improved agricultural land.	Yes	<p>National Grid has reviewed the additional request from the PIL and sought to amend the migration planting proposals to comprise an area of replanting within the existing woodland and an additional area to the south which is adjacent to a SSSI (which is designated for its semi-natural grassland and mire vegetation) and a County Wildlife Site. The adoption of planting proposals at this location will avoid the severance of the PIL's land holding and avoid planting on pasture land.</p> <p>The changes proposed were discussed with the PIL, who expressed the view that they would provide a direct benefit to the operation of their landholding.</p>
	The PIL requested that the proposed construction access track be routed through open fields to avoid areas of woodland. The PIL highlighted that within the woodland areas there are some mature trees where the proposed access track is to be routed.	Yes	National Grid considered the request from the PIL to divert the proposed access track. An alternative alignment was presented to the PIL during a site meeting. This alternative alignment avoids the woodland and steeply sloping ground, and avoids a horse chestnut tree which the PIL identified as being particularly important. As the design change will be of benefit to the PIL and as it does not result in any adverse environmental effects, National Grid is able to adopt this amendment.

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			A minor adjustment was also made to the alignment of the construction access to avoid the need to cross a watercourse twice and to avoid a waterlogged area. The minor adjustment will also route construction traffic away from a well-used farm track.
966	Within their feedback form the PIL highlights the proximity of the proposed overhead line to two settlements and requests that National Grid consider the option of undergrounding at this 'pinch point'.	No	In response to the PIL's feedback, National Grid considered whether the use of underground cables would be appropriate, which involved routeing an alignment to the west of the proposed overhead line. Following this further appraisal, National Grid considers that the proposed design of an overhead line represents the most appropriate overall solution, taking into account socio-economic, environmental, technical and cost considerations.
	The PIL has expressed their concern regarding the proposed use of their driveway to provide construction access to a pylon. The PIL highlights that this access is not suitable for frequent use by heavy vehicles.	Yes	National Grid considered the design amendment requested from the PIL, which correlates with a previously agreed design change. Accordingly National Grid adopted an alternative construction access route which avoids using the PIL's driveway.
1047	In a meeting with National Grid, the PIL indicated that they were happy with the proposed position of two pylons on their land and siting of a construction compound. The PIL also stated that they would be willing to have another pylon on their land.	No	National Grid reviewed the feedback from the PIL and undertook a site visit to review the design proposal. In reviewing the site conditions it was evident that the right hand field was preferable for access

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	<p>The PIL queried how long the construction compound would be needed for, and expressed their preference for the field on the left hand side to be used as this needs to be reseeded.</p> <p>The PIL requested that National Grid amend the alignment of the proposed construction access slightly closer to an existing hedge line rather than following a central alignment.</p>		<p>arrangements due to its reduced slope, opportunity to use an existing track and it avoids the need to remove and hedgerows or trees. The right hand field also avoids interaction with cattle and benefits from the provision of an existing field gate.</p> <p>Realignment of the proposed access was devised; however this was subsequently rejected by the PIL.</p>
1066	<p>In a meeting with National Grid, the PIL indicated that they are happy with the proposed pylon position.</p> <p>The PIL is concerned about the routeing of access tracks across their land. They perceive that the temporary works will have a greater impact than any of the permanent works. The PIL highlights that the access tracks will result in the loss of grazing land and impact upon their ability to function as a farm. The PIL has requested that National Grid adopt an alternative access arrangement and remove two sections of access track.</p>	Yes	<p>National Grid reviewed the alternative design presented by the PIL. An initial design was prepared which removed a bellmouth and section of access track identified by the PIL. The alternative access to the pylon would be provided through the creation of a new temporary access extending from an adjoining bellmouth. This design was refined following a site visit with the new access track extended and routed to avoid a steep slope.</p> <p>The alternative arrangement would avoid the need for hedgerow loss and reduce the views from surrounding properties.</p> <p>A section of access track on the PIL's land would need to be retained in order to provide access for scaffolding near the road crossing.</p> <p>As the proposed design change would be of benefit to the PIL and includes a number of</p>

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			environmental benefits, National Grid adopted the design change.
1269	In response to their concerns regarding the overhead line alignment in Section E, the PIL suggested an alternative alignment to route the line further away from residential properties.	Partially	National Grid considered this request alongside other alternative alignments suggested by PIL's for an alternative route alignment within Section E. A revised alignment was identified to route the overhead line to the south-west. The extent of the realignment does not fully accord with that requested by the PIL, which would have involved the introduction of a new D90 pylon. This was not considered to be appropriate when weighed against the potential effect of this type of pylon. It is considered that the realignment identified by National Grid in response to the PIL's request is more appropriate than that proposed at the Stage Three Consultation and does result in the overhead line being routed further away from residential properties to the north.
NAP 1282	<p>In a meeting with National Grid, the PIL highlighted a number of concerns and queries regarding the Project design and consultation. The PIL queries why a proposed access track crosses a private driveway and three private fields when there is already an existing local authority track which could be utilised.</p> <p>The PIL also expresses concerns regarding:</p> <ul style="list-style-type: none"> • The overhead line alignment not being parallel to the existing overhead line resulting in an adverse effect on land not 	Yes	National Grid reviewed the design change to the construction access arrangements proposed by the PIL. The alternative design proposals presented by the PIL would reduce the number of field boundaries that require crossing (by two access roads) and reduce the extent of hedgerow and vegetation removal. Following confirmation of the extent of the public highway in this location by the local highways authority, National Grid adopted the PIL's design amendment, to utilise a greater length of the public highway rather than creating a new access track.

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	<p>currently impacted by an overhead line;</p> <ul style="list-style-type: none"> • The proposals will result in adverse landscape and visual impacts; • Concern regarding the lack of consultation events in Star; • Concern that previous consultation feedback has been ignored; and • Concern that the Holford Rules or EN-5 have not been complied with. 		<p>National Grid notes the concern from PIL's regarding the overhead line alignment in Section E where the route diverges from the parallel alignment with the existing overhead line. This matter is addressed in Section 9.8 of this report.</p> <p>National Grid undertook extensive pre-application consultation on the Project in accordance with the requirements of the Planning Act 2008, and sought the views and participation of local communities and others with an interest in the proposals at each stage in the decision making process. Comments regarding the consultation undertaken and how National Grid has considered the feedback received is explained in Section 9.14 of this report. Further information on the selection of event locations is provided in Chapter 10.</p> <p>National Grid recognises that there is a preference among some consultees for the connection to be placed underground. Undergrounding matters are responded to at Section 9.2 of this report.</p> <p>Comments regarding the landscape and visual effect of the project and consideration of the Holford Rules and EN-5 have been addressed at Section 9.3.</p>
1541	In meetings with National Grid, the PIL highlighted their objection to the proposed overhead line in Section E and specifically a pylon close to their	No	National Grid considered the PIL's suggested alternative locations for a pylon. The alternative routing associated with the siting of a pylon in the

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	<p>home. The PIL identifies three alternative positions for the pylon to move further east. The PIL goes onto list their concerns regarding:</p> <ul style="list-style-type: none"> • effects on property value, • EMF; • Protection of wildlife and habitat during construction; • Visual amenity; and • Scenic effects from A5/A55. 		<p>three alternative locations suggested by the PIL would necessitate an angled crossing of the A55 which introduces engineering challenges both in the design and construction of such a crossing. In particular the adoption of an angled crossing may result in an increased pylon height and span length with resultant visual impact. The three alternative arrangements suggested by the PIL would also result in the overhead line moving in closer proximity to other residential properties.</p> <p>As a consequence, National Grid considers that the alignment proposed at Stage Three Consultation provides the most appropriate solution to adopt for the application for development consent.</p> <p>National Grid notes the other concerns raised by the PIL. The following matters have been raised by other PILs and, accordingly, have been addressed elsewhere in this Consultation Report. The themes addressed elsewhere comprise:</p> <ul style="list-style-type: none"> • Effects on property value – this matter is addressed at Section 9.2; • EMF – addressed at Section 9.2; and • Protection of wildlife and habitat during construction – addressed at Section 9.5. <p>The effects on views from public and private receptors are an important consideration in the development and refinement of National Grid’s proposals. National Grid has sought to reduce</p>

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			visual effects through routeing the overhead line, consideration of pylon design and where appropriate, making use of natural features such as woodland blocks and changes in topography to help screen and act as a backdrop.
1579	<p>In their feedback to the Stage Three Consultation feedback, the PIL notes their concern regarding visual and noise impacts resulting from the proposed overhead line. They suggest an alternative alignment to relocate two pylons further away from their property suggesting that a location away from residential areas between two industrial sites and next to the railway.</p> <p>The PIL highlights their concerns regarding noise from the overhead line, especially during wet weather.</p> <p>The respondent also states their dissatisfaction with the proposed connection method and the consultation process as they consider feedback will not be taken on board and comments on the consultation material.</p>	No	<p>A number of PILs state their opposition to the proposed overhead line and requested National Grid re-consider an underground or subsea connection. National Grid's response to these concerns, and concerns regarding potential socio-economic and environmental impacts as well as comments on the consultation process itself, is set out in Sections 9.2, 9.3 and 9.14 of this report.</p> <p>National Grid considered the PIL's suggested alternative overhead line alignment and reviewed three alternatives to route the overhead line to the east in accordance with the PIL's request. The alternative routeing would necessitate an angled crossing of the A55 which introduces engineering challenges both in the design and construction of such a crossing. In particular the adoption of an angled crossing may result in an increased pylon height and span length with resultant visual impact. The alternative arrangement suggested by the PIL would also result in the overhead line moving in closer proximity to other residential properties. The alternative alignments would necessitate the removal of additional trees, require pylons to be sited on wet habitat, move pylons closer to a river and into flood zone C2, or involve</p>

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			<p>crossing the River Braint.</p> <p>As a consequence, National Grid considers that the alignment proposed for the Stage Three Consultation provides the most appropriate solution to adopt for the application for development consent.</p>
1589	<p>Through their consultation feedback and in discussion with National Grid, the PIL suggested an alternative location for the siting of the Cable Sealing End Compound (with a resultant realignment of the overhead line). The alternative position is to the north of the site proposed within the Stage Three Consultation. The PIL queried whether the existing access proposals can be modified to allow free movement of their dairy herd.</p> <p>The PIL has indicated that they wish to convert an existing barn to residential and that the operation of their agricultural activities will be impeded by the construction works.</p>	No	<p>National Grid considered the request to amend the position of the proposed Cable Sealing End Compound. The alternative site of the Cable Sealing End Compound and associated re-alignment of the overhead line would be in closer proximity to Star and a residential property. The Cable Sealing End Compound would also encroach onto a mapped fluvial flood risk area requiring more complex drainage and necessitating the provision of compensatory floodplain storage.</p> <p>The proposal would also affect the route to the Cable Sealing End Compound, bringing to the overhead line closer to the railway after the crossing with the A55. This would be in closer proximity to other residential properties and would require an angle pylon to return to the current alignment.</p> <p>Although the design change does provide some benefits, overall the increased visibility from Star and the additional flood risk means that the Stage Three Consultation design is considered more appropriate.</p> <p>With regard to the PIL's request to minimise</p>

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			<p>effects on agricultural activities, National Grid has confirmed that the principle of not fencing the working area is acceptable enabling the PIL to move their dairy herd.</p> <p>National Grid notes the PIL's indication that agricultural activities may be disturbed by construction. The issue of compensation is addressed at Section 9.2 of this report.</p> <p>National Grid notes that the PIL wishes to convert an existing barn to residential.</p>
NAP 1597	<p>In a meeting with National Grid on the 28th November 2016 the PIL raised concerns regarding the alignment of the proposed main access track across their land. The PIL requested that National Grid does not remove an existing stone wall and hedge to facilitate the construction of a bellmouth and access into their field.</p>	Yes	<p>National Grid reviewed the access alignment and repositioned the proposed bellmouth to the north. The amendment does result in the proposed access track and scaffolding associated with the road crossing overlapping. However it is possible to adopt this design change and to avoid removing the boundary wall and hedgerow identified by the PIL.</p> <p>Whilst this design change does introduce some technical considerations, as it would be of benefit to the PIL, National Grid has adopted this design amendment.</p>
2011	<p>In a meeting with National Grid on the 2nd November, the PIL highlighted their concern regarding the location of the proposed tunnel head house. The PIL is concerned that the proposed layout will result in the loss of land and impact on the grazing capacity of their land holding. The PIL has indicated that they had previously believed that the tunnel head house</p>	No	<p>National Grid reviewed the alternative position for the tunnel head house suggested by the PIL. The suggested alternative position is considered to provide a number of potential environmental benefits e.g. its position lower in the landscape has the potential to reduce landscape and visual effects. However, the proposed relocation of the</p>

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	<p>would be located in a lower field, which is wetter and of lesser agricultural quality. They consider that this alternative position would be a more favourable location.</p>		<p>tunnel head house also introduces a number of potential constraints relating to overhead line conductor clearance and concerns that the natural ventilation performance for the tunnel may be reduced.</p> <p>In addition, the lower position of the alternative site in the landscape would necessitate creating an access down a 1 in 4 gradient. There is a concern that this access would present challenges for the delivery of specialist equipment and cable drums to the site.</p> <p>The relocation to the lower field would necessitate significant earthworks; these would result in adverse construction effects and would present a direct risk to the adjacent County Wildlife Site (to the south and west). The new section of overhead line would be closer to an area of Ancient Woodland and due to clearance distances there may be a requirement to remove trees.</p> <p>In reviewing the alternative siting proposal, National Grid considers that the position proposed for the Stage Three Consultation remains the most appropriate.</p>
2013	<p>In a meeting with National Grid, the PIL asked National Grid to move a proposed pylon which is close to their property further to the south.</p> <p>The PIL also requested that National Grid adopt undergrounding as the means for connecting cables into Pentir. The PIL suggested that undergrounding through the valley and covering</p>	Partially	<p>With regard to the request by the PIL to relocate the pylon further south and away from their property, National Grid reviewed the alternative routing suggestion and determined that the repositioning of the pylon identified by the PIL is feasible. The design option adopted by National Grid involves relocating the pylon identified by the PIL approximately 50 metres to the south</p>

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	<p>the cables with tunnel spoil would help to address concerns raised by other landowners.</p> <p>The PIL also raised concerns regarding EMF and health effects from living under or near the overhead line.</p>		<p>increasing the distance between the overhead line and residential properties. The proposed works will result in the removal a D10 tension and suspension structure which will be replaced by a D55 tension structure and D25 tension structure. The gantries will also require realigning to accommodate the pylon position change. These design amendments are reflected in the application for development consent.</p> <p>National Grid recognises that there is a preference among some consultees for the connection to be placed underground. Undergrounding matters are responded to at Section 9.3 of this report.</p> <p>National Grid reviewed the request to route the cables in the valley and fill it using material excavated from the tunnel. The valley contains a watercourse which is known to flood and Natural Resources Wales raised concerns regarding flooding downstream. As a result it is not considered appropriate to culvert this watercourse. The area is also identified as being a County Wildlife Site and Ancient Woodland. As a result it is not considered that the proposals to fill the ravine or route the cables through this area would be acceptable in environmental terms. Therefore National Grid did not adopt this suggested design amendment.</p> <p>National Grid notes that people have concerns about possible health effects of EMFs and it takes</p>

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	<p>Through their formal feedback the PIL expressed their concerns regarding the visual and noise impacts on a number of receptors associated with the Ty Fodol Tunnel Head House and Cable Sealing End Compound. The PIL has requested that the Ty Fodol tunnel end house and cable sealing end compound should be located further southwest. This alternative location would reduce impacts on the skyline and would also avoid the loss of pasture land.</p> <p>Alternatively, the PIL requested that the tunnel be extended directly to Pentir substation.</p>	No	<p>this very seriously when planning its work. This matter is addressed elsewhere in this report at Section 9.2.</p> <p>National Grid reviewed the alternative position for the tunnel head house suggested by the PIL. The suggested alternative position is considered to provide a number of potential environmental benefits e.g. its position lower in the landscape has the potential to reduce landscape and visual effects. However, the proposed relocation of the tunnel head house also introduces a number of potential constraints relating to overhead line conductor clearance and concerns that the natural ventilation performance for the tunnel may be reduced.</p> <p>In addition, the lower position of the alternative site in the landscape would necessitate creating an access down a 1 in 4 gradient. There is a concern that this access would present challenges for the delivery of specialist equipment and cable drums to the site.</p> <p>The relocation to the lower field would necessitate significant earthworks; these would result in adverse construction effects and would present a direct risk to the adjacent County Wildlife Site (to the south and west). The new section of overhead line would be closer to an area of Ancient Woodland and due to clearance distances there may be a requirement to remove trees.</p> <p>In reviewing the alternative siting proposal,</p>

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			<p>National Grid considers that the position proposed for the Stage Three Consultation remains the most appropriate.</p> <p>National Grid notes the suggestion to extend the tunnel or underground directly to Pentir substation. Whilst extending the tunnel to Pentir could reduce the likely environmental effects of the overhead line in Gwynedd it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, and it would generate additional quantities of spoil resulting in an increase in traffic movements. As a result, it would further increase the cost of the scheme.</p> <p>National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed.</p>
	<p>Through their formal consultation response the PIL requested for a pylon on their land to be relocated. The PIL suggests relocating to an alternative field which is larger and will enable to PIL to manoeuvre around the pylon and limit constraints on agricultural activities. The PIL highlights that in its proposed location, the pylon will be more visually obtrusive.</p>	Yes.	<p>With regard to the request by the PIL to relocate the pylon further south and away from their property, National Grid has reviewed the alternative routing suggestion and has determined that the repositioning of the pylon identified by the PIL is feasible. The design option adopted by National Grid involves relocating the pylon identified by the PIL approximately 50 metres to the south increasing the distance between the overhead line and residential</p>

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	<p>Through their consultation feedback, the PIL has identified a ravine which they consider could be filled with the material excavated from the tunnel under the Menai Strait. The PIL suggests that the filling of this ravine as a means of providing additional pasture land. The PIL also suggests that 400kV cables could be buried in this way. Alternatively if it is not possible to infill the ravine, the cables could be laid in trenches following the contour of the ravine.</p> <p>The PIL suggests that the construction access could then be routed through the ravine once it is filled with spoil from the tunnel.</p>	No	<p>properties. The proposed works will result in the removal a D10 tension and suspension structure which will be replaced by a D55 tension structure and D25 tension structure. The gantries will also require realigning to accommodate the pylon position change. These design amendments are reflected in the application for development consent.</p> <p>National Grid reviewed the suggested design change to route the cables in the ravine and fill it using material excavated from the tunnel. The ravine contains a watercourse which is known to flood and Natural Resources Wales raised concerns regarding flooding downstream. As a result it is not considered appropriate to culvert this watercourse. The area is also identified as being a County Wildlife Site and Ancient Woodland. As a result it is not considered that the proposals to fill the ravine or route the cables or access track through this area would be acceptable in environmental terms. Therefore National Grid did not adopt this suggested design amendment.</p>
2016	In a meeting with National Grid the PIL highlighted that the extent of temporary access tracks and oversail of overhead lines is likely to occupy around a third of their landholding. The PIL has holiday lettings on their land and is concerned that the introduction of access tracks and construction	Yes	National Grid reviewed the routing of access tracks which were to be provided to access existing SP Manweb pylons. National Grid identified an alternative which would remove two access tracks which are adjacent to the PILs property and holiday lets in order to reduce the

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	vehicle movements will result in an adverse effect during the construction period.		<p>extent of land acquisition associated with this PILs landholding. The amended alignment will provide a number of benefits as a result of the greater separation between the construction routes and the PIL's property and holiday lets.</p> <p>As the proposed design change would be of benefit to the PIL and has no material difference in environmental effects compared to the design presented for the Stage Three Consultation it was adopted and National Grid amended its access arrangements.</p>
	Through their formal consultation response the PIL has highlighted to National Grid that temporary access roads across their land holding will adversely affect their ability to keep, rear and sell cattle. They highlight that the loss of land to access road will limit the number of cattle which can be kept and undermine the viability of their holding. They express a preference for undergrounding the cables.	No	<p>National Grid recognises that there is a preference among some consultees for the connection to adopt underground technology. This matter is addressed at Section 9.3 of this report.</p> <p>National Grid notes the concerns raised by the PIL regarding the effect the temporary access roads will have on their land holding. This issue has been addressed above.</p>
2023	Through their feedback form the PIL highlighted their concern regarding the Ty Fodol Sealing End Compound and the associated construction access roads. The PIL identifies that they live close to the site and expresses a preference for a subsea or undergrounding of the route.	No	National Grid recognises the interest and preference of a number of PILs (and other consultees) for a subsea or an underground solution to be adopted. National Grid's response to these issues is provided in Sections 9.2 and 9.3 of this report.
2088	Through their consultation feedback and during a subsequent meeting with National Grid the PIL identified that there is an existing access track	Yes	National Grid reviewed the alternative access and considered that the suggested access track provides a practical alternative means of routing construction traffic. The alternative access road

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	<p>across their land. The PIL has suggested that National Grid utilise this existing route rather than constructing a new access route.</p>		<p>suggested by the PIL has been partially adopted with amendments incorporated to facilitate vehicle turning radius. In some locations the existing track will need to be widened to a maximum of 12 metres in order to make it suitable for HGV access.</p> <p>The reduction in the number of access tracks is considered to provide a practical alternative to that presented for the Stage Three Consultation. Whilst this is a shared access it does not provide a means of access to residential properties. Notwithstanding this, National Grid will adopt appropriate protocols to ensure that the health and safety of users of this access track is maintained during the construction period.</p>
	<p>Through their consultation feedback form and referencing a previous meeting with National Grid, the PIL has expressed concern that the proposals will have an adverse effect on their ability to farm their land. The PIL requests that a proposed construction compound is moved to an adjoining field in order to minimise impacts on a field currently used for summer grazing.</p>	No	<p>National Grid reviewed the feedback from the PIL and concluded that the alternative field is waterlogged and not large enough to accommodate the construction compound.</p>
45562	<p>The respondent occupies unregistered land where an access is proposed to facilitate the Pentir substation extension. The PIL has requested that National Grid adopt an alternative access arrangement.</p>	No	<p>National Grid reviewed the access arrangements for this site. The alternative access to the substation extension site would result in a significant diversion and necessitate sharing an access track with the overhead line route construction necessitating its widening to accommodate additional passing places. The</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No, Partially or N/A)	Regard had to Change Requested
			diversion of traffic also has the potential to generate increased effects on property, business and holiday lets. As a result it is not appropriate for National Grid to remove the section of access track entirely from its proposals. However the access route will be subject to micro-siting in order to reduce tree loss and therefore adverse effects on the current occupier.

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9.16 Additional section 42 consultation with section 44 Parties - PILs

- 9.16.1 After the Stage Three Consultation, amendments were made to the design in order to refine the proposals and further reduce potential adverse effects where possible. Many of these amendments came about as a result of consultation feedback, including feedback from PILs, as detailed in **Table 9.1**. Other amendments were a result of further technical appraisal work. The changes made are detailed in the Design Report (**Document 7.17**).
- 9.16.2 As a result of the amendments made to the Project following the close of the Stage Three Consultation, additional consultation and engagement was undertaken with a number of newly identified PILs. This included:
- Consultation under section 42 of the Act with additional PILs identified after the close of the consultation due to changes in landownership.
 - Consultation under section 42 of the Act with additional PILs identified following design iterations and amendments to the Order Limits after the close of the Stage Three Consultation, many of which were the result of consultation feedback received.
- 9.16.3 All newly identified PILs and those affected by amendments to the detailed design were consulted for 28 days under section 42 of the Planning Act via letter. **Table 9.2** identifies the additional periods of statutory consultation undertaken with PILs; a redacted example copy of the correspondence issued on each of the dates is provided at **Appendix 35** of this report.
- 9.16.4 In addition, National Grid and its land agents also directly engaged with existing PILs via correspondence and offered face-to-face meetings in order to ensure each PIL understood the Project, changes to its design and implications for their land holding. National Grid also ensured that PILs understood that they were being consulted under the Planning Act and that they understood their rights and role in the ongoing process.
- 9.16.1 All PILs included in the Book of Reference (**Document 3.3**) were consulted at either the statutory Stage Three Consultation (between 5th October 2016 to 16th December 2016) or at one of the subsequent statutory consultation periods listed in **Table 9.2** (4th April 2017 to 9th July 2018), with the exception of any identified after 9th July 2018. In accordance with paragraphs 51 and 52 of the government's guidance on pre-application consultation⁶, any new PIL identified after this date were written to with details of the Project, where further information could be found, how to get in touch with National Grid and to explain how there would be opportunity also to provide comments to the Planning Inspectorate following submission of the DCO application. Copies of the letters sent to this last stage of newly identified PILs are provided in **Appendix 39** to this report and further details on the number of people contacted with it, and therefore also included within the Book of Reference (**Document 3.3**), are provided in the application covering letter (**Document 1.2**).
- 9.16.2 National Grid is aware of a small number of PILs within the red line boundary for whom their legal rights on the land is unclear. A number of attempts have been made to obtain this information. These PILs are included in the Book of Reference as Category 1 persons on a precautionary basis.

⁶ Department for Communities and Local Government (March 2015) Planning Act 2008: Guidance on the Pre-application Process

Table 9.2: Summary of Statutory Consultation with PILs (being persons in the three categories in section 44 of the Act) following the close of the statutory Stage Three Consultation

Date	Purpose of the Consultation	Number of PILs Engaged / Notified
4th April 2017	Re-consultation with PILs under section 42 affected by amendments to the detailed design made in response to feedback received by National Grid during the Stage Three Consultation. This consultation period closed on 3 rd May 2017.	Letters were issued to 118 Category 1 PILs in total.
2nd June 2017	Section 42 consultation with PILs where changes have been made to the routeing and siting of plant or infrastructure on their land or may affect a further part of their interest e.g. access tracks or land drainage. This consultation period closed on 3 rd July 2017.	Letters were issued to 164 Category 1 PILs in total of which 146 were PILs who had been previously consulted and 18 were new PILs brought into the Project as a result of the drainage proposals.
27th October 2017	Section 42 consultation with three PILs affected by a design change to an access road across their land holding. This consultation period ended on 30 th November 2017. (Letters issued in English only)	Letters were issued to three PILs of which one PIL (IACC) had been previously consulted. The other two PILs (both of whom were Category 2 PILs) were brought into the Project as a result of the design change.
3rd April 2018	National Grid notified PILs of changes to the Order Limits and provided a Project update. This consultation period closed on 4 th May 2018.	Letters were issued to 205 Category 1 and Category 2 PILs. 7 site notices were erected where there were no details available of the owners.
5th April 2018	National Grid wrote to nine Statutory Undertakers such as British Gas, and consulted with IACC, Gwynedd Council, Natural Resources Wales and the British Broadcasting Corporation (BBC) with land holdings affected by the Project. National Grid requested feedback from these PILs by 4 th May 2018.	Letters were issued to 13 PILs.
27th April 2018	National Grid revised its construction routeing plans and therefore determined that it would be appropriate to consult with PILs who owned the subsoil of the affected roads. Letters were issued to PILs on the 27 th April and feedback was requested by 1 st June 2018.	Letters were issued to 21 Category 1 and Category 2 PILs.
27th April 2018	National Grid engaged with 46 PILs affected by	Letters were issued to

Date	Purpose of the Consultation	Number of PILs Engaged / Notified
	changes to the proposed Order Limits. These were new PILs since the Stage Three Consultation who had not previously been consulted as PILs about the proposals. The consultation period ended on 1 st June 2018.	46 Category 1 and Category 2 PILs.
4th May 2018	National Grid issued consultation letters to be provided to 57 occupiers of a caravan park under section 42 of the Planning Act.	Letters were issued to 57 PILs identified as the occupiers of a caravan park.
14th May 2018	National Grid wrote to 32 individuals who were identified as being Category 3 PILs on the terms of Section 44 of the Act as they might potentially be entitled to make a relevant claim for compensation as a result of the implementation, construction or operation of the Project. The letter set out that National Grid does not require any land comprised in or rights over the property of Category 3 PILs. Feedback from the Category 3 PILs was requested by 15 th June 2018.	Letters were issued to 32 PILs identified as being Category 3 PILs.
29th June 2018	National Grid identified an additional four Category 3 PILs who may be entitled to make a relevant claim for compensation as a result of the implementation, construction or operation of the Project. The letter set out that National Grid does not require any land comprised in or rights over the property of Category 3 PILs. Feedback from the Category 3 PILs was requested by 27 th July 2018.	Letters were issued to four Category 3 PILs.
9th July 2018	Following a refresh of the HM Land Registry; nine new Category 1 and 2 PILs were identified. National Grid wrote to the PILs to introduce the Project and to seek their feedback on the proposals. Feedback from the new Category 1 and 2 PILs was requested by 6 th August 2018.	Letters were issued to nine Category 1 and 2 PILs.

- 9.16.3 All PILs affected by the proposed amendments to the proposals were contacted in writing following the close of the Stage Three Consultation to inform them of the amendments affecting their land holdings. Letters were issued on 4th April 2017 to 118 PILs of which 83 letters were re-consultation with existing PILs with the offer of a meeting to discuss the proposed changes to the Project. 35 letters were issued to PILs without the offer of a meeting. This was since discussions had already taken place with those PILs. A further 40 letters were issued to PILs unaffected by the changes providing an update on the Project proposals. Feedback was requested from PILs by 3rd May 2017. Feedback received was reviewed by the design team and further amendments made to the proposals where appropriate.

- 9.16.4 Examples of the letters issued to PILs at this and subsequent rounds of localised and additional consultation are provided at **Appendix 35** of this report.
- 9.16.5 The written correspondence was followed up with a telephone call to discuss the proposed amendments specific to each PIL and provide the option of arranging a meeting for further discussion. National Grid attended meetings with PILs at this stage. During these meetings, National Grid made a record of any further comments or proposed amendments suggested by the land owners. Comments including proposed amendments were then reviewed by the design team. Where possible National Grid made further alterations to the proposals to accommodate the feedback.
- 9.16.6 National Grid encouraged landowners and tenants to appoint land agents to act on their behalf in relation to the discussions and negotiations regarding the Project, and has reimbursed reasonable professional fees associated with this, on appropriate terms agreed in advance. National Grid has met with a number of land agents acting on behalf of landowners and tenants, and provided a land agents briefing on the Project, its development and the associated land rights.
- 9.16.7 In June 2017 PILs were consulted on design changes associated with the completion of the detailed drainage design for the Project. Letters were issued to 164 PILs on 2nd June 2017 explaining the proposed amendments. The drainage design resulted in alterations to the Order Limits and resulted in the land holdings of an additional 18 PILs being included in the Project. Feedback from PILs was requested by 3rd July 2017. As with previous consultation with PILs, National Grid followed the written correspondence up with a telephone call to provide an opportunity to discuss the amendments and offer to arrange a meeting if desired.
- 9.16.8 In response to further changes made to the Project a further round of section 42 consultation was undertaken in October 2017. A total of three PILs were consulted on design changes associated with a change in access which had a direct effect on their land holding. The letters were issued to PILs on the 27th October 2017 and feedback was requested by 30th November 2017. The need for the consultation arose in part from feedback and requests for changes by these PILs. Whilst not all of the design changes could be accommodated, the amendments to the design did lead to this additional section 42 consultation with the PILs affected.
- 9.16.9 On the 3rd April 2018 a total of 205 letters were issued to Category 1 and Category 2 PILs notifying them of changes to the Order Limits and to provide a project update and inviting feedback by 4th May 2018. There were seven sites where PILs could not be identified and it was necessary to erect a site notice inviting PILs to identify themselves and make representations on the proposals. Of the 205 PILs who received the notification letter, 46 were identified as being new PILs brought into the project as a result of the changes to the Order Limits. These PILs were subject to a targeted section 42 consultation on the 27th April 2018 to introduce the Project and to seek their feedback on the development proposals affecting their land interests. Feedback was requested by 1st June 2018.
- 9.16.10 A separate consultation also took place on the 27th April 2018. Following changes to the use of access roads, National Grid consulted with PILs who have an interest in the subsoil under the highway. The consultation involved writing to 21 PILs with rights over the subsoil of the identified access roads. Feedback was requested by 1st June 2018.
- 9.16.11 On the 5th April 2018, National Grid wrote to the Isle of Anglesey County Council, Gwynedd Council, Natural Resources Wales and Statutory Undertakers with land interests that could be affected by the Project. The need to consult these organisations arose from changes to the proposals which affected additional land under their control. Feedback was requested from these PILs on the design changes by 4th May 2018.
- 9.16.12 On the 4th May 2018, National Grid issued consultation letters to be provided to 57 occupiers of a caravan park under section 42 of the Planning Act. The letter to requested

feedback by 8th June 2018. Subsequent to the letters, National Grid provided contact details to be passed on to the occupiers asking them to get in touch.

- 9.16.13 In accordance with the methodology outlined at **Section 9.1**, National Grid wrote to organisation and individuals identified as potentially being relevant claimants (Category 3 PILs). In total 32 PILs were written to on the 14th May 2018 advising that they may be entitled to make a relevant claim for compensation as a result of the project's implementation, construction or operation (as described more particularly in Section 44 of the Planning Act 2008). The correspondence invited feedback on the proposals by 15th June 2018. An additional round of consultation with a further four Category 3 PILs took place on the 29th June 2018. The Category 3 PILs were requested to provide feedback to the proposals by 27th July 2018.
- 9.16.14 During the above rounds of consultation PILs were encouraged to provide their feedback directly to the lands team using a dedicated project telephone number, via email or by writing to National Grid's land agents. **Table 9.3** includes details of amendments suggested by PILs through their feedback to National Grid during the above periods of section 42 consultation.
- 9.16.15 Following a review of land registry information within the Order Limits, National Grid identified nine new Category 1 and 2 PILs. National Grid wrote to these PILs on the 9th July 2018 to introduce the project and to seek their feedback on the proposals by 8th August 2018. National Grid will give due consideration to any representations they may make before and, if appropriate, during the course of the examination.

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Table 9.3: Project amendments suggested by PILs following the close of the Stage Three Consultation

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
3.11	In a meeting with National Grid on the 20th April 2017 the PIL requested that changes are made to the proposed access track across their land. The PIL has highlighted a preference for National Grid to avoid a field which is currently used for calves and cows.	Yes	National Grid reviewed the design change suggested by the PIL. The alternative access track identified avoids the field highlighted by the PIL. The revised access arrangement does necessitate the removal of sections of hedgerow in order to create a crossover bellmouth. However no significant material differences in environmental effects are anticipated to arise from the requested change. Since the design change would be of benefit to the PIL the design change was adopted.
3.12	In a meeting with National Grid on the 18th April 2017 the PIL requested that the alignment of the temporary construction access through their property is amended to follow the existing farm access through the yard. The design suggested by the PIL would remove the requirement for construction works within an agricultural field.	No	National Grid considered this feedback and request from the PIL. Whilst it would normally be National Grid's preference to utilise existing roads and tracks for construction access, it is noted that the proposed alternative is a shared access with the farm holding and passes a residential property. As a consequence, and due to the limited width of the access and health and safety considerations National Grid did not consider it appropriate to adopt the alternative option suggested by the PIL.
	In a meeting with National Grid, the PIL requested that the construction access track be amended to more closely follow field boundaries and to minimise adverse effects on agricultural operations.	Yes	National Grid considers that the suggested access road arrangement is feasible. Following amendments to ensure that the alignment is optimised for vehicle movements, National Grid adopted this design change.
3.34	In a meeting with National Grid, the PIL requested that a pylon on their land is moved closer to the field boundary. The PIL has	Yes	National Grid reviewed the PIL's request to amend the position of a pylon on their land and

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
	indicated that this proposed relocation would minimise any constraints on their agricultural activities on site.		was able to confirm that the repositioning of the pylon was feasible. As the design change will be of benefit to the PIL and there are no adverse environmental effects associated with its relocation, National Grid adopted this change, moving the pylon towards the field boundary in accordance with the PIL's request.
	The PIL requested further amendments to the amended access track configuration on their land. PIL's	No	National Grid considered the alternative access track arrangement which was suggested by the PIL. It was considered that the original adopted design change requested by the PIL involving routing the access adjacent to the field boundary provided a solution which would better help to reduce disruption and disturbance to the PIL.
122	The PIL requested that National Grid amend a pylon position so that it is moved closer to a field boundary. The PIL indicated that they have concerns regarding potential effects on buried archaeology in the area where the pylon is proposed by National Grid. The PIL also stated that the relocation would provide agricultural management benefits.	Yes	National Grid reviewed the design change requested by the PIL and was able to confirm that the repositioning of the pylon was feasible. As the design change will be of benefit to the PIL and there are no adverse environmental effects associated with its relocation, National Grid adopted this change.
161	In a meeting with National Grid the PIL reiterated their request for construction traffic to utilise an existing access track through their farm yard rather than constructing a new access road.	No	National Grid considered the request from the PIL. Whilst the alternative proposal and use of an existing access provides a number of environmental benefits associated with the utilisation of an existing track, it is considered that the movement of vehicles through a working farm yard and past a residential property does raise a number of health and safety considerations. The

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
			suggested proposal would also limit the available space for vehicles to manoeuvre and may introduce bio-security risks. On this basis, National Grid considers that the original access track as presented at the Stage Three Consultation should be maintained in order to maintain separation between construction vehicle, the working farm yard and the residential property.
232	In discussions with National Grid the PIL requested that National Grid rationalise access tracks to ensure that the maximum area of land is farmable during construction.	No	National Grid considered the request made by the PIL. The request would require the installation of a main construction access under a scaffold position. In the interests of safety during the construction works National Grid is unable to adopt this design proposal.
335	The PIL has identified the alignment of a BT line which runs alongside an access track identified on their land holding.	No	National Grid thanks the PIL for identifying the location of this existing infrastructure. National Grid can advise that the cable will not cause an issue with regard to the proposed development.
340	The PIL requested that National Grid revert the alignment of the overhead line to accord with that presented at the Stage Three Consultation.	Yes	<p>Following the Stage Three Consultation a suggested design change from a PIL was accepted to avoid routing the overhead line over a derelict property. The alternative alignment necessitated the use of two angle pylons to route the overhead line further south.</p> <p>Subsequent to accepting this change request, National Grid adopted a broader change request to retain the parallel alignment presented in the Stage Three Consultation. As this removes the need for two angle towers it was considered to present a more appropriate solution in landscape</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
			and visual terms, thereby returning the alignment to that was presented at Stage Three.
407	<p>In further discussions with the PIL, a request was made to:</p> <ul style="list-style-type: none"> • Relocate the bellmouth from the B5111 further north; • If the above option is not feasible, the PIL has requested that an alternative access track be created; and <p>The PIL also requested that an internal access road follows an existing access and to create a turning point in order to avoid swinging the access road out.</p>	Partially	<p>National Grid considered the design changes suggested by the PIL. From a highways perspective the proposal to relocate the bellmouth on the B5111 further north is not considered appropriate in terms of highway safety. The amended access would have poor visibility due to the carriage way crest to the north.</p> <p>With regard to the alternative access track arrangement, this would require a new HGV construction route along a narrow single track road. This access is considered to be unsuitable for HGV vehicle movement.</p> <p>The request by the PIL to utilise an existing track is considered to be acceptable and this minor design change was adopted by National Grid.</p>
415	<p>The PIL requested two design changes to access roads on their landholding. The suggested design changes comprise:</p> <ul style="list-style-type: none"> • the relocation of a bellmouth access to the public highway further south. The PIL highlighted that the alignment would enable the access track to follow a field boundary; and • Request to realign an access track in order to follow a more direct alignment 	Partially	<p>The point of access from the highway identified in the Stage Three Consultation utilises an existing field gate to the public highway and is also a shorter access track than that proposed by the PIL. As a consequence, whilst the relocation would be of benefit to the PIL, the current alignment and bellmouth position remains National Grid's preference in order to facilitate the use of a one-way system for construction vehicles.</p> <p>With regard to the second of the changes</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
	<p>across an agricultural field.</p> <p>In a meeting with National Grid the PIL also expressed their preference for the overhead line to be undergrounded.</p>		<p>requested. This amendment reduces the length of the access road by adopting a straighter alignment. National Grid has adopted this suggested amendment as the design change is of benefit to the PIL and there are no overriding environmental reasons to reject it.</p> <p>National Grid recognises that there is a preference among some consultees for the connection to be placed underground, either through the use of buried cables or a subsea option. National Grid's response on these matters is provided in Section 9.2 of this report.</p>
429	<p>Following a meeting with National Grid, the PIL requested that the proposed access to a SP Manweb pylon avoids their farm or alternatively follows a route which minimises disruption and avoids crossing a hedgerow.</p>	No	<p>National Grid previously considered feedback from this PIL and amended the access road configuration to remove a watercourse crossing associated with the main National Grid works. However a vehicle access across the PIL's landholding is still required in order to facilitate access for SP Manweb. As a consequence, National Grid is unable to adopt this suggested change.</p>
456	<p>In a meeting with National Grid the PIL requested that National Grid change the access track layout at their property.</p>	Yes	<p>National Grid identified an alternative alignment which involves the re-routeing of the access track toward the two field boundaries which would reduce field severance and reduce the loss of agricultural land.</p> <p>Since the proposed amendment would be of benefit to the PIL and the change does not result in any material difference in environmental</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
	The PIL requested that the access track across their neighbours land is used to minimise the extent of land which is occupied by these temporary works. A meeting was held both with the requester and affected PIL who was in agreement with the suggested design change.	Yes	effects, National Grid adopted this design change. National Grid reviewed the change request made by the PIL which correlates with part of a suggestion made by a neighbouring PIL. National Grid met with both PILs to discuss the proposals. As the design change is of benefit to both and there are no overriding environmental reasons to reject it, the design change was adopted by National Grid.
467	<p>In a further meeting with National Grid the PIL made a design suggestion regarding potential alternative pylons positions on their land. The design changes comprised:</p> <ul style="list-style-type: none"> • Aligning a proposed pylon on their land with a pylon on the existing overhead line; • Aligning a second proposed pylon closer to the field boundary so as to align with an existing pylon; • Utilise an existing access track through the caravan park providing a shorter route to an existing pylon. 	Partially	<p>National Grid reviewed the updated suggested design amendments from the PIL. It is considered feasible to amend the position of the southern pylon identified by the PIL so that it aligns broadly with the position of the existing pylon. National Grid considers that this realignment will provide landscape and visual benefits.</p> <p>It is not appropriate for National Grid did to adopt the request to relocate the second pylon which is on the PIL's land closer to the field boundary and access point. The pylon identified by the PIL is a low height pylon and relocating this to a position which will be closer to a caravan park is likely to result in adverse landscape and visual effects when compared to the current proposal. The field boundary is also identified as being an important hedgerow and the movement of this particular pylon would bring it closer to the hedgerow with the potential for adverse effects.</p> <p>National Grid considered the suggestion to utilise</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
			<p>an existing access through the caravan park. Whilst it would normally be National Grid's preference to utilise existing roads and tracks for construction access, it is noted that the proposed alternative is a shared access with the caravan park. As a consequence, and due to the limited width of the access and health and safety considerations National Grid did not consider it appropriate to adopt the alternative option suggested by the PIL.</p>
	<p>In a letter to National Grid the PIL raises further concerns regarding their request for design changes around their land holding. The PIL expresses concern that whilst they have received correspondence advising them of project wide design changes none have been identified in accordance with suggested changes they have made. The PIL reiterates their request for changes to the design around a caravan park to be made.</p> <p>The PIL also highlights their concern that the caravan park has not been taken into consideration when planning the route. The PIL indicates a number of themes where they consider National Grid is in contradiction of its stated aims e.g. Holford Rules, siting pylons away from residential receptors and the approach to seeking to avoid adverse effects on tourism facilities.</p>	No	<p>National Grid has undertaken extensive pre-application consultation on the Project in accordance with the requirements of the Planning Act 2008, and sought the views and participation of local communities and others with an interest in the proposals at each stage in the decision making process. National Grid has addressed this issue in detail at Section 9.14 of this report.</p> <p>Throughout the phases of pre-application consultation, National Grid gathered feedback from the local community and stakeholders and reviewed the feedback received. The feedback is taken into account alongside the various studies and assessments required to make a judgement on the most appropriate option regarding alignment and technology choice to adopt from the feasible options and alternatives available.</p> <p>Potential visual effects on the local community and tourism sites have been considered throughout the design and assessment work,</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
			<p>together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>In some cases suggestions made in consultation responses may not be feasible, or would not provide the most appropriate option for the Project taking into account potential effects on the environment, technical, socio-economic and cost considerations.</p> <p>The PIL's request to divert the alignment of both the existing and proposed overhead lines in a westerly direction would result in the introduction of a number of additional angle towers introducing adverse landscape and visual effects.</p> <p>In reviewing the alternative proposal, National Grid considers that the alignment proposed for the Stage Three Consultation remains the most appropriate.</p>
488	<p>The PIL has requested two changes to the construction access road across their land holding. The requested changes comprise changes to proposed access roads:</p> <ul style="list-style-type: none"> • Field to west of road: Diverting an access road so as to follow field boundary in order to ensure that as much of their land can be farmed without the requirement to install a crossing point; • Field to east of road: Amend a construction access to follow the existing 	Partially	<p>National Grid considered the proposed changes which were suggested by the PIL. Realignment of the access track to the south and then the east along the field boundaries was adopted in the final design.</p> <p>However, National Grid did not amend the access tracks to accord with the PIL's second bullet point as the access road would be too close to the watercourse and would have involved routeing the access road through the flood plain.</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
	watercourse in order to rationalise the land affected by the temporary works.		
	In a meeting with National Grid the PIL requested that a SP Manweb access track on their landholding is amended. The PIL indicated their preference for National Grid to utilise their own access track to undertake the SP Manweb works.	Yes	National Grid considered the PIL's request and considers that the access road configuration could be amended to address the PIL's concern. The third party access road for SP Manweb has been removed from the final design.
516	In a meeting with National Grid on the 24th April 2017 the PIL requested that a pylon proposed on their land is relocated closer to the field boundary.	No	National Grid reviewed the PIL's request to amend the position of the pylon on their land holding. National Grid is unable to reposition the proposed pylon as the spans between pylons would be too long and outside of the tolerances of acceptable design. The amended location would bring the pylon closer to a SAC, an important hedgerow and would result in the pylon being positioned over a private water supply and straddling an existing track. As a consequence, whilst the relocation would be of benefit to the PIL, the environmental effects and engineering constraints meant that National Grid did not adopt this design change.
	The PIL has reviewed the access arrangements for two pylons on their landholding and has requested that National Grid remove a section of access track. As an alternative the PIL suggests that an existing highway is used before connecting into an access on their land holding. The PIL highlights that the highway and track would require upgrading. The PIL advised	No	National Grid reviewed the suggested alternative access arrangement. Whilst it would normally be National Grid's preference to utilise existing roads and tracks for construction access, the current configuration of these roads would not permit National Grid to route the construction vehicles required for the overhead line safely, in particular the amended alignment would present significant

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
	National Grid that the proposals would remove the need for a boundary crossing and avoid routeing tracks through very wet fields.		access difficulties for transporting the crane to site. As a result National Grid did not adopt the proposed design changes.
523	<p>In a meeting with Nation Grid, the PIL requested a number of changes to the proposed siting and positioning of infrastructure on their land. The PIL requested that National Grid consider the following changes:</p> <ul style="list-style-type: none"> A. Relocating a pylon 25 metres from the field boundary to ensure that all farm machinery could pass between the tower and boundary; B. Request to ensure that National Grid was aware of a watercourse on their land; C. A proposed pylon to be relocated to straddle a hedge to the south of its proposed location; D. Request for an additional pylon to be relocated to straddle an existing track in order to minimise adverse effects on arable land; and E. Relocating a third pylon a sensible distance from the boundary. 	Partially.	<p>National Grid considered the feedback and design changes requested by the PIL and responded to the points raised as follows:</p> <ul style="list-style-type: none"> A. National Grid considered that the relocation of this pylon was feasible and as it would be of benefit to the PIL was able to adopt this design change; B. National Grid thanks the PIL for identifying the location of this watercourse and can confirm that it has been captured in the schedule of watercourse crossings; C. National Grid reviewed the request to relocate the pylon over the hedge, however the pylon is positioned as close to the boundary hedge and is unable to accommodate any further movement D. National Grid considered that it is not appropriate to relocate this pylon as it would have an adverse effect on the existing track and would be positioned closer to a SAC; and E. National Grid adopted this design change and has moved the pylon approximately 8 metres further south.
	The PIL indicated to National Grid their proposal	No	National Grid considered the PIL's request.

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
	to redevelop a site and requested that National Grid amend its Limits of Deviation to avoid placing a constraint upon future development proposals.		National Grid is already heavily constrained by existing infrastructure e.g. railway line to the north and is unable to constrain further the limits of deviation along this section of the route. As a consequence, National Grid is unable to adopt the design request made by the PIL.
575	<p>In correspondence with National Grid the PIL's agent has highlighted their clients concern regarding the potential impact that the proposed overhead line will have on the view from their property. In particular they considered that the pylon is too close to the property. The agent also highlights concerns regarding the impact that the overhead line will have on grazing land and the possible future impact on drainage.</p> <p>The PIL suggests that whilst undergrounding will result in more significant disruption in the short term it will result in beneficial long term effects.</p>	No	<p>National Grid had previously considered and accepted an alternative position for the pylon which was in front of the PIL's property. National Grid amended the pylon position by moving it approximately 75m to the north. This would avoid the pylon being positioned directly in front of the PIL's property and reduce agricultural disturbance.</p> <p>Due to span lengths between the pylons, it is not possible to move this pylon further from the PIL's property. As a consequence, National Grid is unable to adopt any further amendments.</p> <p>High-level agricultural drainage surveys have been carried out to assess the likely extent of disruption to drainage due to the Project, this has resulted in drainage areas being identified within the Order Limits. Any potential effects of Project on agricultural drainage can be readily mitigated by standard measures such as diversion and reinstatement. These measures are incorporated in to the Construction Environmental Management Plan (Document 7.4), with a commitment for a specific Drainage Management Plan (DMP) to be prepared prior to the</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
			<p>commencement of works.</p> <p>Responses to the PIL's concerns regarding the temporary constraints upon normal agricultural activities can be found at Section 9.3 of this report.</p> <p>National Grid notes that there is a preference among some consultees for the connection to go underground. Undergrounding matters are responded to at Section 9.3 of this report.</p>
710	<p>In a meeting on the 3rd May 2017 with National Grid, the PIL requested that the proposed access track across their land be moved to avoid fields which are often wet and boggy and instead follow a route which is parallel to the proposed overhead line.</p> <p>The PIL also requested that the new overhead line be moved as far from the farmstead as possible. The PIL identified that there are two residential properties which will be affected by the angle tower which is proposed.</p>	Partially	<p>National Grid considered the suggestions presented by the PIL. The proposed pylon relocation suggested by the PIL does raise the potential for adverse effects on sensitive marshy grassland. It is considered that the pylon could be positioned in the location suggested by the PIL without any effects on this designated habitat which is related to the adjoining SAC.</p> <p>National Grid identified an alternative pylon position on the edge of this marshy grassland site. Whilst this does not fully accord with location suggested by the PIL it does address some of their concerns. It is not considered that the access track could be routed through this site without giving rise to potentially significant adverse effects. The repositioning of the pylon avoids the need to route a construction access track through this site.</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
	<p>The PIL requested that National Grid relocate the pylon back to its original position (as identified in the Stage Three Consultation). The PIL highlights that the decision to relocate the pylon was to avoid an important hedgerow. The PIL advises that this has now been removed and the PIL's preference would be to adopt to return to its original position.</p>	Yes	<p>In summary National Grid is able relocate pylon identified by the PIL but it is not possible to route the access track through the same site.</p> <p>National Grid considered the request to amend the pylon location. Previously this design change was discounted on the grounds that it would have an adverse effect on an important hedgerow. In light of the hedgerow having been removed there are considered to be no overriding environmental reasons to reject this design amendment. Accordingly National Grid adopted this design change.</p>
713	<p>The PIL requested that the temporary access track to an existing pylon is routed to the south of the pylon and to follow the existing field boundary and utilise an existing field gate. The PIL advises that this suggested alignment will avoid a neighbouring land owner having three fields affected by the track.</p>	Yes	<p>Whilst part of the alignment presented by the PIL is within the floodplain it is considered that, with appropriate mitigation measures, the suggested alternative alignment does present a number of benefits over the alignment presented during the Stage Three Consultation. By keeping the access track close to field boundaries the amended alignment would help to avoid disrupting the PIL's agricultural activities and reduces the number of hedge crossings (including the severance of an important hedge identified as having historical value) and fields which are otherwise not affected by the overhead line work. Accordingly, National Grid changed the design to reflect the PIL's request, the only deviation from this relates to the eastern section of access track which connects to an existing road. National Grid proposes to route this part of the track close to the field boundary and to avoid a diagonal alignment across the</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
			field.
	The PIL requested that as little of their land as possible is taken up by temporary access tracks. The PIL has requested that National Grid removes a section of access track and suggests that National Grid utilise an existing access track and field gate.	Yes	National Grid considered the proposed change put forward by the PIL regarding the relocation of the access track to the north. The alignment suggested by the PIL reduces field severance and utilises an existing field gate avoiding the need to remove a section of hedgerow. Since the proposed amendment would be of benefit to the PIL and the change does not result in any material difference in environmental effects, National Grid adopted this design change.
	To the south, the PIL suggested two potential options to provide access to a pylon on their land. The two options would remove the need to create an access on an additional field.	No	National Grid did not adopt the PIL's suggested design change to relocate the access track to the south. The alternative arrangement presented by the PIL would involve construction traffic sharing the access with third parties. National Grid's preferred approach is to secure a dedicated access unless there are no viable alternatives which are available. It is considered that the option presented at the Stage Three Consultation remains the most appropriate solution to adopt as part of National Grid's application for development consent.
	The PIL requested two changes to access roads on their land holding. These changes comprise two amendments, to the north and south of a specific pylon: <ul style="list-style-type: none"> • North – request for the access track to follow the field boundary to minimise impact on their land holding and dairy 	Partially	National Grid reviewed the changes requested by the PIL. For the northern section National Grid amended the access track so that it follows the southern field boundary. The proposed design change to the access which is to the south of the pylon has been adopted by

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
	<p>farming activities; and</p> <ul style="list-style-type: none"> • South – request for the track to be relocated to follow the field boundary to reduce the area of land affected by the tracks and reduce the impact on their business. 		<p>National Grid.</p> <p>Both changes have been made on the basis that they would reduce effects on the PIL's farming activities and would not give rise to any additional adverse environmental effects.</p>
	<p>The PIL requested that National Grid amend the alignment of a SP Manweb access road which is proposed on their landholding. The PIL identified an alternative alignment which utilises an existing field gateway off the existing farm access track.</p>	Yes	<p>National Grid adopted the PIL's design change and removed the section of third party access track. The alternative proposal involved SP Manweb utilising the access road which will be created for the main works.</p>
738	<p>In a meeting with National Grid the PIL requested that an access track is relocated to the north in order to avoid the best quality agricultural land on their land holding. The proposed alternative has an existing bellmouth off the highway and would help to avoid the felling of mature trees along an existing watercourse.</p>	Yes	<p>National Grid reviewed the design change requested by the PIL and concluded that the proposed alternative access track alignment would provide a number of benefits. National Grid adopted this design change in to the final proposal.</p>
	<p>The PIL requested that a pylon is relocated across a field boundary and into the corner of a neighbouring field. The PIL has requested that this change is made as long as it does not necessitate changes to other pylon positions.</p>	No	<p>National Grid reviewed the design request proposed by the PIL. The position of the pylon identified by the PIL is already in an optimised location and alteration to its current position would require other pylon positions to be amended which would adversely affect other PILs.</p>
	<p>The PIL requested that an access track alignment is subject to a minor realignment in order to avoid a horse grave.</p>	Yes	<p>National Grid considered the PIL's request and widened the access road in order to avoid the horse grave.</p>
	<p>The PIL requested that National Grid avoids taking access through a stone bank wall and</p>	Yes	<p>National Grid considered the suggested design change. The realignment constitutes a minor</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
	hedgerow. Whilst the PIL acknowledges that these features would be reinstated they indicate that their first preference is to avoid this feature being lost and they identify two alternative routes.		change to the access road alignment and does not result in any additional adverse effects. As the proposed change would be of benefit to the PIL, National Grid adopted this design change.
794	In a meeting with National Grid the PIL requested a design change to the temporary access roads on land within their control. The PIL requested that National Grid create a new bellmouth to provide access to a pylon on their land and to connect with other pylons to the north. The PIL identifies that this alternative arrangement will avoid routeing an access track through a wet field. The PIL has also requested that the bellmouth be retained in perpetuity as this will assist with farm activities once the project is complete.	No	The works proposed by the PIL were considered to be a minor change to the proposals presented for the Stage Three Consultation. As the proposals would have been of benefit to the PIL and would not have resulted in a material change in environmental effects National Grid adopted the change. However, this change was subsequently superseded by a subsequent request by the PIL, described below.
	The PIL made a subsequent request for National Grid to relocate the access track to the field boundary to enable them to work the field with more ease in the future.	Partially	The PIL requested that National Grid utilise the field gate which was part of the suggested amendment above, but align the access road so that it is parallel with the highway. Unfortunately, the alignment suggested by the PIL does not provide adequate room for a vehicle to turn in. National Grid therefore adopted an alignment which is closely aligned to the northern field boundary, which would also remove the access from flood zone 3.
802	In a meeting with National Grid, the PIL requested that National Grid avoid removing an existing conifer hedge which currently screens views of the existing overhead line from his	Yes	The potential requirement to fell these conifers arose from the need to scaffold over the highway which adjoins the PIL's property. National Grid has confirmed that it will be possible to manage

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
	property.		these conifers without the need to fell them.
815	<p>In a meeting with National Grid, the PIL raised concerns regarding the temporary works associated with the construction of the overhead line. The PIL has requested that National Grid amend the layout and routeing of the temporary access tracks to include:</p> <ul style="list-style-type: none"> • An additional / extension track to provide access to an existing pylon on their land and requests that this be retained in perpetuity; • Creation of an additional access to mitigate National Grid blocking the PIL's entrances to their other fields during the construction works; • The PIL raised a concern that the proposed scaffolding works will constrain their ability to use a field; • The PIL has requested that National Grid install a crossover bellmouth to access a field to the north. 	No	<p>National Grid is not proposing to provide an additional access track to serve the SP Manweb pylon as access to this pylon is not required.</p> <p>In considering the feedback from the PIL, National Grid agreed to position their scaffold further back from the position proposed for the Stage Three Consultation. National Grid will also install a separate gate for the landowner to ensure that access for both National Grid and the PIL can be safely segregated during the construction work.</p> <p>Whilst the access track has not been amended in accordance with the PIL's request, the layout has been amended to ensure that the route avoids very wet ground. The revised alignment does not require the creation of a crossover bellmouth to access the PIL's field to the north.</p>
846	The PIL requested that National Grid amend the alignment of the construction access road to avoid a field within their landholding and the crossing of established hedgerows.	No	National Grid reviewed the PIL's request to adopt an alternative alignment. The alignment identified by the PIL had previously been identified by National Grid but was subsequently discounted due to the wet nature of the ground. As a consequence, National Grid did not adopt this design change.

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
932	In a meeting with National Grid in April 2017, the PIL suggested that National Grid amend the routeing of an access track in order to cross one field boundary instead of two. The realignment of the access would avoid the need to cross into a separate PIL's landholding.	Yes	<p>National Grid reviewed the PIL's alternative access track alignment. The suggested alignment avoids the need to cross an additional PIL's land holding and reduces the potential for field severance. The alternative alignment would also reduce tree loss and avoid the removal of an important hedgerow.</p> <p>In light of the benefits to the PIL and potential environmental benefits, when compared to the proposal presented for the Stage Three Consultation, National Grid adopted this design change.</p>
1092	In a meeting with National Grid, the PIL requested a minor realignment to a proposed construction access. The PIL also requested that National Grid leave this access in situ following the completion of the construction works. The PIL has indicated that they would subsequently construct an access which would provide a link between their property and the retained access track. The PIL indicated their willingness for National Grid to utilise this track for the future maintenance of the overhead line.	Yes	<p>The proposed amendment to the access arrangements would result in the need for a slightly longer access track and the need to cross an additional hedgerow. The alternative alignment would also require works within a field which was not previously affected by the design presented for the Stage Three Consultation. However as the alternative arrangement does not result in any materially different environmental effects and would be of benefit to the PIL, National Grid adopted this design change request.</p> <p>With regard to the retention of access roads following the completion of construction works; National Grid is proposing to remove all temporary access tracks and to reinstate the ground to its previous condition. However, National Grid is willing to discuss the retention of</p>

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
			the access road with the PIL, though it would be for the PIL to secure any additional planning consents required to retain the access road.
1281	The PIL requested that the Project is subject to a minor amendment by removing a small section which encompasses a private drive which was previously understood to be part of the public highway.	Yes	National Grid considered the PIL's request. As the section of private drive is not required to secure the delivery of the Project, National Grid has amended the Order Limits to exclude the land identified by the PIL.
1589	In discussions with National Grid the PIL requested changes to the routing of access tracks across their land. A request was made to share a permanent access track to provide a shared access to an existing and proposed new house.	Yes	National Grid reviewed the design suggestion by the PIL. National Grid was able to identify a solution which enables an existing access to the highway to be utilised creating a shared access which partially utilises an existing track. The main construction access will remain segregated from the shared access road and shielded with coniferous planting. As the minimisation of permanent land take would be of benefit to the PIL, National Grid was able to accept this suggested design change.
2088	In feedback provided to National Grid during May 2017, the PILs agent indicated that the proposed temporary works will result an area of agricultural land becoming landlocked during the construction works making it impractical to farm. The PIL has requested that an area of land which is closer to the highway is utilised as a compound. The PIL has also restated their preference for an access track through woodland (where there is a felling licence in place) to be adopted.	Partially	National Grid reviewed the alternative access and considered that the suggested access road provides a practical alternative means of routing construction traffic. The alternative access road suggested by the PIL has been partially adopted with amendments incorporated to facilitate the required vehicle turning radius. The existing track will need to be widened to a maximum of 12 metres, however this will be reduced in some areas. With regard to the relocation of the construction

PIL Reference Number	Summary of change requested	Change to Scheme (Yes, No or N/A)	Regard had to Change Requested
			<p>compound. This matter was considered and it was concluded that the alternative field is not large enough to accommodate the construction compound. As a consequence, National Grid did not adopt this aspect of the PIL's suggested design change.</p>

10. SECTION 47 - STATEMENT OF COMMUNITY CONSULTATION

10.1 Introduction

10.1.1 In accordance with section 47 of the Act and DCLG Guidance⁷:

- National Grid prepared a Statement of Community Consultation (SoCC) which comprised a Project description, a description of how National Grid proposed to consult people living in the vicinity of the land and an explanation of the way in which feedback could be submitted during the statutory Stage Three Consultation. A copy of the SoCC is provided in **Appendix 32** to this report.
- The SoCC was prepared in consultation with the Isle of Anglesey County Council (IACC) and Gwynedd Council and set out the statutory pre-application consultation that National Grid proposed to undertake.
- The SoCC was published and made available for inspection by the public in accordance with the requirements of section 47 and the Guidance.
- National Grid carried out its statutory Stage Three Consultation in accordance with the proposals in the SoCC.

10.1.2 This Chapter describes the process undertaken to develop the SoCC, including consultation on the draft SoCC, then goes on to describe the requirements contained in the SoCC and how National Grid carried out consultation in accordance with the SoCC during the Stage Three Consultation.

10.2 Preparing the draft Statement of Community Consultation (SoCC)

10.2.1 Preparation of the draft SoCC built upon approaches used for both previous non-statutory stages of consultation, for which Consultation Strategies were developed as described in **Chapters 5 and 6** of this report. In producing both the Stage One and Stage Two Consultation Strategies and the draft SoCC, National Grid considered the most appropriate and effective means of consulting each relevant potential category of consultee, proportionate to the nature and scale of the Project. In drafting the SoCC, National Grid worked with both IACC and Gwynedd Council to understand the needs of local communities and identify the best communication methods for contacting these communities, including hard-to-reach groups.

10.2.2 The draft SoCC explained the community consultation National Grid proposed to undertake with the local communities in Anglesey and North Gwynedd near to the proposals. It was designed to help members of the community understand how they could take part in National Grid's consultation. Specifically it covered:

- what National Grid were proposing to build, where and when;
- the consenting process for National Grid's work;
- where, who and when National Grid proposed to consult;
- how National Grid proposed to consult, including the materials to be prepared and the engagement activities to be undertaken;
- why feedback is important and how it influences the evolution of National Grid's proposals; and,
- how people can get involved and provide feedback.

⁷ DCLG Guidance Planning Act 2008: Guidance on Pre-application Process (March 2015)

- 10.2.3 The draft SoCC set out the range of ways that National Grid would engage with local communities, including newsletters sent directly to those within the consultation zone, providing details of an updated Project website and information points and reference locations throughout Anglesey and North Gwynedd. It also provided the details of how people could take part in the consultation, by online feedback form, email or freepost. It listed the Freephone telephone number and where people could get more information.
- 10.2.4 Due to the requirement for the SoCC to be approved by the Full Council of the Isle of Anglesey and the dates of their meetings, the draft SoCC was consulted upon ahead of event locations and times being confirmed and therefore this information was not contained in the draft SoCC. However, the published SoCC did detail the events National Grid proposed to undertake, including dates and times, locations and an overview of what would be available at the different types of events.

10.3 Consultation on the Statement of Community Consultation

- 10.3.1 National Grid ensured that the relevant local authorities (IACC and Gwynedd Council), as representatives of their communities with expertise about the make-up of their area, had opportunity to influence National Grid’s approach to consultation. This included an informal period of review (22 March to 1 April 2016) on an initial draft SoCC in addition to the formal review period on the draft SoCC in accordance with section 47 (2) and (3) of the Act. IACC also provided comments on the final draft SoCC.
- 10.3.2 The formal consultation period on the draft SoCC ran from 9 May to 10 June 2016. The letters sent to IACC and Gwynedd Council are provided in **Appendix 29** together with a copy of the draft SoCC as consulted upon in **Appendix 28** to this report.
- 10.3.3 Responses to both the informal and formal review periods were received from both local authorities. National Grid reviewed these comments and replied to the councils, setting out how National Grid had had regard to those comments, including identifying where National Grid had amended the SoCC and, where it was not considered appropriate for comments to be accepted, why.
- 10.3.4 **Tables 10.1** and **10.2** set out the amendments suggested by IACC and Gwynedd Council respectively to both the informal and formal review periods, together with a description of the actions taken by National Grid to address the comment or an explanation of why the suggested amendment was not made. In response to the informal review period, IACC provided comments on the initial draft SoCC itself, and also provided a covering letter. Both sets of comments are detailed in **Table 10.1**. IACC also provided a letter containing comments on the final draft SoCC, which are also detailed in **Table 10.1**.

Table 10.1: Isle of Anglesey County Council comments on the initial draft SoCC and draft SoCC

Comment from Isle of Anglesey County Council		How National Grid had regard to the comment
Comments made by IACC in the covering letter (4th April 2016) attached to a copy of the initial draft SoCC and National Grid’s response		
1	Ensure a good range of diagrams, maps and visualisations to make the document ‘accessible’ for a public audience	A consultation map, route to consent graphic and previous consultation graphics will be included in the SoCC for publication. This is part of a wider approach that recognises the importance of a consultation led by strong visuals, particularly in key materials.
2	Substantiate claims made as benefits and avoid providing need case	National Grid’s role in the energy network is to facilitate generation to ensure electricity can be used by homes and businesses. Secure and reliable grid connections play an important role in providing certainty and creating the right conditions for investment. As such, National Grid considers a benefit of the proposals to be related to the investment and jobs created by Horizon Nuclear Power.

Comment from Isle of Anglesey County Council		How National Grid had regard to the comment
		National Grid considers it is important to outline the reason that a new connection is required as important context to why there is consultation on the Project and how, where and when people can find out more.
3	Include contents page	SoCC has been updated to include a contents page.
4	National Grid should be mindful of the need to substantiate information provided as to the benefits of the Project (Section 2.4), and avoid seeking to present a needs case for the Project, which is outside the role and purpose of the SOCC.	In line with DCLG guidance ⁸ , which advises developers to “describe core elements of the Project and explain what the potential benefits and impacts may be” National Grid has outlined both benefits and impacts of the proposals to give members of the public a clear picture of what the proposals entail. Materials produced for the consultation provide details of the likely effects of the Project. See also response to comment no.2.
5	National Grid could go further in explaining ways in which members of the public can engage in the pre-application consultation process, including the relationship of the consultation strategy set out in the SOCC, to the Scoping Report, Consultation Report, Local Impact Report, and any representations on adequacy of consultation.	National Grid’s aim is to make sure that the SoCC achieves its primary purpose – ensuring local people know what the consultation entails and how they can take part, while meeting the requirements of the Planning Act 2008 and Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) and the accompanying guidance from DCLG. The SoCC has been updated to provide a list of documents already available and those anticipated for the section 42 consultation, together with their role, to help people understand what will be published. The availability of these documents has been made clear in the SoCC.
6	Expand project description, specific omissions include associated development, enabling works, mitigation (undergrounding and off-site mitigation)	SoCC has been updated to provide a more detailed explanation of the project description.
7	Unclear route to consent	SoCC has been updated to make clear what proposals are to be included in the Development Consent Order and what could be associated development or consented through an alternative route (e.g. Town & Country Planning Act 1990).
8	Provide more detail on ‘technical documents’ referenced and how they relate to the PEIR	SoCC has been updated to provide a list of documents anticipated for the section 42 consultation and their role to help people understand what will be published.
9	Explain ‘consultation zones’ and provide more detail on relationship between consultees and consultation zones. Clarify that all consultees will have access to all materials	SoCC has been updated to provide a more detailed description of the consultation zone. A map has been included in the SoCC.
10	Provide evidence base for why 2km has been chosen	Reflecting these comments, National Grid investigated the possibility of developing a bespoke consultation zone based on potential visual and other effects. However, the investigations concluded that in order to produce a robust consultation zone, each property in the vicinity of the proposals would need to be assessed. For example, a property 1km away may have intervening topography or vegetation which means that the new connection would not be visible, by contrast a property 2km may have uninterrupted views. This thorough assessment was not considered proportionate for the identification of the consultation

⁸ Department for Communities and Local Government (March 2015) Planning Act 2008: Guidance on the pre-application process

Comment from Isle of Anglesey County Council		How National Grid had regard to the comment
		<p>zone, or possible in the timeframes.</p> <p>The consultation zone reflects National Grid's experience of potential effects of similar developments and takes account of the specific topography of Anglesey and North Gwynedd. The majority of the zone is approximately 3km from the proposals, with some areas extended beyond this or brought in closer to the proposals to reflect specific local circumstances. Where practical, it has also been designed to avoid splitting settlements in half. A map of the consultation zone is now included in the SoCC.</p> <p>All those residents and businesses who have registered for updates during previous stages of the Project will automatically receive the Project Newsletter, regardless of their location i.e. within or outside the Stage Three Consultation zone.</p>
11	Explain the difference between <i>landowners and residents in proximity</i> and <i>PILS under section 44 of Planning Act</i>	In line with the requirements of the Act and the accompanying guidance from DCLG, the SoCC is required to describe consultation with section 47 consultees i.e. those in the vicinity of the proposals. Section 44 and others cover additional consultees, such as landowners. The SoCC has been updated to make this distinction clear (Section 5).
12	Consulting with tourists: 8 week consultation period in autumn unlikely to capture feedback from these	We understand the importance of consulting with tourists and National Grid will extend the consultation from 8 weeks to 10 weeks; the SoCC has been updated to include this. Based on current timings, the consultation will include at least one key holiday period (October half-term). Additionally, National Grid is undertaking a number of activities to capture views of visitors and the businesses serving visitors, which are explained in the SoCC. For example, approaching local tourist information points to hold information on the consultation.
13	Include information on exhibition, information point and reference locations. Set out advertising locations.	This information has been provided, however National Grid are still in the process of contacting the individual locations and therefore the exact locations, dates and times may be subject to change. The SoCC will be updated with the final venues, dates and times for publication at the commencement of the consultation.
14	Provide additional detail of how to consult hard-to-reach groups	The SoCC has been updated to provide more detail.
15	Be mindful of Welsh language provisions in Equality Act 2010, Welsh Language Act 1998, Welsh Language Action Plan	National Grid recognises the importance of the Welsh language and providing people with the opportunity to engage in Welsh in the consultation. The SoCC explains the activities National Grid will undertake in Welsh. These will enable people to participate in the consultation fully in Welsh.
Comments made by IACC on the initial draft SoCC (4th April 2016) and National Grid's response		
16	Make SoCC bilingual	The final version of the SoCC will be translated. The Welsh version will be available in all locations outlined in the SoCC.
17	Include version control and date on front cover	The final version of the SoCC front cover will include a date relating to the period of the consultation, for example 'Autumn 2016'. National Grid does not believe version control is necessary for members of the public.
18	Include contents page	SoCC has been updated to include a contents page.
19	Include glossary of terms, website links on back page	National Grid has focused on defining any unfamiliar terms within the body of the text, which makes a glossary unnecessary. Links to web pages have been footnoted, where appropriate.

Comment from Isle of Anglesey County Council		How National Grid had regard to the comment
20	Explain why National Grid has opted for an 8 week consultation period	National Grid will extend the consultation from 8 weeks to 10 weeks and the SoCC has been updated to reflect this.
21	Explain how National Grid intend to avoid 'consultation fatigue'/clashing with other consultations	National Grid is aware of Horizon Nuclear Power's consultation dates and is liaising with HNP to best manage these. The SoCC has been updated to outline the measures that will be taken to help members of the public differentiate between the two consultations. National Grid is not aware of any other consultations that may clash.
22	Make explicit reference to Planning Act 2008	The SoCC makes reference to the Planning Act 2008, as well as relevant sections of the Act and other important planning policies and guidance.
23	Include Codling Park and Greenwire mainland connection on map	The mainland connections to Pentir for these wind farms are being built by the developers themselves. Previous versions of this graphic included these connections but National Grid found that this led to confusion over whether they form part of the overall North Wales Connection Project, which is not the case. To avoid this confusion, National Grid has chosen to remove the connections.
24	Provide evidence on need case/why current network is not sufficient	The SoCC seeks to provide a broad overview as to what the Project is presenting and why this new infrastructure is needed. A complete need case is provided in the Project Need Case, 2015, which is available to members of the public on the website. An explanation of the need case will also be included within the Overview document being produced for the statutory Stage Three Consultation, together with publication of an updated Project Need Case, 2016.
25	More detail required on 'what we are proposing to build' – particularly on crossing the Menai Strait	The SoCC has been updated to include more detail on what is being proposed and the work required. There is the potential for this to be updated nearer to the consultation, when National Grid's plans are more defined.
26	Include consenting process flow diagram (see Hinkley SoCC)	The SoCC has been updated to include a process diagram for the remaining stages of the DCO process.
27	Clarify route to consent	SoCC has been updated to make clear what proposals are to be included in the Development Consent Order and what could be associated development or consented through an alternative route (e.g. Town & Country Planning Act 1990).
28	Reference and links to other relevant / supporting documents e.g. SOR 2015 to provide project context.	National Grid's aim is to make sure that the SoCC achieves its primary purpose – ensuring local people know what the consultation entails and how they can take part, while meeting the requirements of the Planning Act 2008 and Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended), and the accompanying guidance from DCLG. The SoCC has been updated to provide a list of documents already available and those anticipated for the section 42 consultation, together with their role, to help people understand what will be published. The availability of these documents has been made clear in the SoCC.
29	Include National Grid's 6 stage approach graphic to explain North Wales process	The SoCC makes reference (including a link) to the Our Approach to Routeing document, which contains this graphic.
30	Link to project website where relevant	The SoCC has been updated to include links to relevant documents or websites where appropriate.
31	Consider releasing feedback report earlier, to give people time to digest ahead of section 42 consultation	The Stage Two Consultation Feedback Report has now been published and is available on the website.
32	How will National Grid publicise feedback report publication?	The Stage Two Consultation Feedback Report has now been published and is available on the website. The July 2016

Comment from Isle of Anglesey County Council		How National Grid had regard to the comment
		Newsletter informed the public that the feedback report is available and where.
33	Include a section on 'what' is being consulted on in Section 3	The SoCC has been updated to include an explanation on 'what we are consulting on' in Section 3.2.
34	Provide more clarity on PEIR feedback/timings	The SoCC has been updated to include more detail on the PEIR under the Technical Reports section (Section 3.6).
35	Explain Schedule 1 in relation to IPPR ⁹ and where it can be found	National Grid agrees that it is important to explain, in broad terms, the other stakeholders that will be consulted. An overview of this has been updated as section five of the SoCC.
36	Include consultation zone maps	A map of the consultation zone has been included in the SoCC.
37	Reference town councils alongside community councils	The SoCC has been updated to make reference to these.
38	Reference tenants/other interests in landowners section	The SoCC has been updated and reference to these groups has been included in section five.
39	Provide greater clarity on 'direct contact' and the decision process for who gets this treatment	These groups are subject to s.44 of the Planning Act, which is beyond the scope of the SoCC. However, National Grid agree it is important that a broad overview of other groups being consulted is included and it is made clear that National Grid will consult these groups in Section 5 of the SoCC. National Grid will discuss separately with the Councils how this will be achieved, if required.
40	Explain case-by-case decision making on hard-to-reach requests	The SoCC has been updated to demonstrate that National Grid will work closely with those making requests on a case-by-case basis. It is, however, not possible or considered proportionate to list every possible approach.
41	Ensure tourist information is not lost among other tourist leaflets and that it is clear this is an official process and there is a deadline	National Grid is committed to ensuring its information is as accessible and visible as possible. National Grid will work with those businesses and organisations that are happy to display information to meet these principles.
42	Provide more details on how National Grid will consult with 'other groups' and the process for identifying these	National Grid agrees that it is important to explain, in broad terms, the other stakeholders it will be consulting. An overview of this has been updated as Section 5.
43	Will LPAs have a role in the vantage point selection process?	Due to production schedules, National Grid is unable to give LPAs a role in selected viewpoint locations for the photomontages to be used for the statutory Stage Three Consultation. However, National Grid will ensure these are a representative sample and of locations that are useful to members of the public. In addition to the photomontages, a 3D visualisation of the Project will be available at the consultation events. The Councils will be consulted, alongside NRW, on the viewpoint locations for the Environmental Impact Assessment.
44	Ensure materials are available to all consultees	All documents will be available on the Project website, and at events, and this will be made clear to members of the public.
45	Include photomontages on website	The SoCC has been updated to make clear that photomontages will be available digitally.
46	Provide explanation for English-only technical documents	The SoCC has been updated to provide more clarity on technical documents and the reasons for these being produced in English-only.
47	Consider better access to 3D map outside of events, such as flythrough/videos	While details on how National Grid will do this fall outside the scope of the SoCC, National Grid are considering opportunities to use the 3D visualisation outside of events.
48	Social media: consider use of channels including Facebook, YouTube. Provide Twitter updates more frequently than once a day	The SoCC has been updated to clarify the Project's use of social media, including Twitter.
49	Make USB availability clear.	The SoCC has been updated to clarify where the USBs will be

⁹ Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Comment from Isle of Anglesey County Council		How National Grid had regard to the comment
	Consider some organisations will not accept unencrypted USBs	available. The North Wales Connection is following the approach used successfully on other National Grid projects. However, should an organisation have a problem with USBs, all documents will be available on the website or on request from the community relations team.
50	Provide more detail on event locations and number. Consider Horizon-type pre-consultation surgeries	This information has been provided, however National Grid are still in the process of contacting the individual locations and therefore the exact locations, dates and times may be subject to change. The SoCC will be updated with the final venues, dates and times for publication at the commencement of the consultation. At this stage of consultation, National Grid are holding several different types of events, including community events, vehicle events and pop-up events, to help people take part in the consultation. An explanation of these events is included in the SoCC.
51	Ensure a Welsh speaker at each event	The SoCC has been updated to make clear that a Welsh speaker will be available at every event.
52	Consider 12-3 / 4.30-7 events during weekdays so includes lunch hours	National Grid is following times that it has used at previous stages of the consultation and that have been successful in giving members of the community an opportunity to attend the events. During the previous two stages of consultation, National Grid has not received any feedback that has suggested these times are inappropriate. The pop-up events and work place events will be held at times that are convenient to people, such as lunchtimes.
53	Consider 10-2 and 4.30-7.30 Saturday events	National Grid is following times that it has used at previous stages of the consultation and that have been successful in giving members of the community an opportunity to attend the events. During the previous two stages of consultation, National Grid has not received any feedback that has suggested these times are inappropriate.
54	Send electronic newsletters to subscribers. Provide links on social media	The SoCC has been updated to make clear that it will email all subscribers of the Project website as well as using the appropriate social media channels.
55	Consider web advertising as imperative. Be clearer on when/where advertising	The SoCC has been updated to make clear National Grid's approach to advertising, including the intention to advertise online where appropriate.
56	Consider press briefings	The SoCC has been updated to set out National Grid's approach to media outreach.
57	Clarify process for case-by-case process of 'specific requirement' provision	National Grid is committed to ensuring its information is as accessible and visible as possible. National Grid will work with those businesses and organisations that are happy to display information to meet these principles.
58	Include Codling Park in 'other consultations'	The SoCC has been updated to reflect this.
59	What extra measures will be taken to ensure that consultation fatigue will be avoided, and what extra measures will be taken to ensure there is clarity vis a vis any Horizon/other consultation.	National Grid is aware of Horizon Nuclear Power's consultation dates and is liaising with HNP to best manage these. The SoCC has been updated to outline the measures that will be taken to help members of the public differentiate between the two consultations.
60	Clarify that feedback in writing/email does not need to be in a feedback form	The SoCC has been updated to make methods of feedback clearer.
61	Confirm whether verbal feedback at an event will be accepted. Will	While the team make a written summary of the themes and issues raised at the events, National Grid cannot use conversations as

Comment from Isle of Anglesey County Council		How National Grid had regard to the comment
	there be assistance for those with special needs?	formal feedback. Everyone taking part in the consultation will be asked to submit their comments in writing. Should an individual be unable to submit feedback in writing, for example due to literacy difficulties, National Grid will consider any specific activities on a case-by-case basis and agree what best meets the needs of that individual.
62	Provide more information what happens if National Grid do not alter plans to reflect a response	The SoCC has been updated to provide more information on how National Grid considers people's feedback and how this relates to the overall DCO process. A process diagram for the next stages of the process has been included.
63	Timeline does not include timing for providing information on Environmental Report, construction 2020s too vague and text too small	This diagram has been updated to provide a clearer indication of the following stages of the process (see page 7 of the SoCC).
Comments made by IACC in response to the formal consultation on the draft SoCC (26th May 2016) and National Grid's response		
64	Clarify route to consent	SoCC has been updated to make clear what proposals are to be included in the Development Consent Order and what could be associated development or consented through an alternative route (e.g. Town & Country Planning Act 1990).
65	Draft does not provide detail of engagement within the statement. This will follow later once there is further project definition and will be incorporated in National Grid's Engagement Plan.	The SoCC for publication will include further details on the engagement being carried out, including the type of events being held and the locations of these events. This information has been provided in draft, however National Grid is still in the process of contacting the individual locations and therefore the exact locations, dates and times may be subject to change. Following further discussions with the councils, an Engagement Plan will no longer be produced. The information initially planned for the Engagement Plan will now be included in the SoCC for publication.
66	It is recommended that an indicative project timeline for submission and examination of the DCO application is prepared, and the construction phase should be added so that the public are aware of the next steps in the process and likely timings.	The SoCC has been updated to include a process diagram for the remaining stages of the DCO process, which includes anticipated start dates for construction.
67	Section 1.2 refers to an Engagement Plan which will accompany the final SoCC prior to consultation and will provide detailed explanation on the consultation activities, including specific dates and venues of public exhibitions. National Grid should be mindful of the need to provide the Councils with an early viewing of the Engagement Plan in order to ensure transparency and clarity.	Following further discussions with the councils, an Engagement Plan will no longer be produced. The information initially planned for the Engagement Plan will now be included in the SoCC for publication. This will include details on the types of events being held and when these will be held.
68	It is expected that this document will set out details of all the community bodies consulted and hard-to-reach groups.	Appendices to the SoCC include a list of the hard-to-reach groups that will be approached, the town and community councils that will be consulted and the special interest groups that National Grid will contact.
69	Provide explanation as to the methodology of the consultation	Reflecting these comments, National Grid investigated the possibility of developing a bespoke consultation zone based on

Comment from Isle of Anglesey County Council		How National Grid had regard to the comment
	zone and decision to use 3km.	<p>potential visual and other effects. However, the investigations concluded that in order to produce a robust consultation zone, each property in the vicinity of the proposals would need to be assessed. For example, a property 1km away may have intervening topography or vegetation which means that the new connection would not be visible, by contrast a property 2km may have uninterrupted views. This thorough assessment was not considered proportionate for the identification of the consultation zone, or possible in the timeframes.</p> <p>The consultation zone reflects National Grid's experience of potential effects of similar developments and takes account of the specific topography of Anglesey and North Gwynedd. The majority of the zone is approximately 3km from the proposals, with some areas extended beyond this or brought in closer to the proposals to reflect specific local circumstances. Where practical, it has also been designed to avoid splitting settlements in half. A map of the consultation zone is now included in the SoCC. All those residents and businesses who have registered for updates during previous stages of the Project will automatically receive the Project Newsletter, regardless of their location i.e. within or outside the consultation zone.</p>
70	National Grid should be mindful of the need to consider any coinciding consultation activities anticipated locally and relating to other projects such as Horizon Nuclear Power's Wylfa Newydd proposals.	National Grid is aware of Horizon Nuclear Power's consultation dates and is liaising with HNP to best manage these. The SoCC has been updated to outline the measures that will be taken to help members of the public differentiate between the two consultations.
71	Confirmation is required as to the publication date of the Stage Two Consultation Feedback Report, ensuring that this takes place before the statutory consultation commences in Autumn 2016.	The Stage Two Consultation Feedback Report has now been published.
72	For 'hard-to-reach' groups / visitors / local interest groups the SoCC is vague and requires a greater level of detail e.g. provision of braille, hearing loops, voice recognition technology.	The SoCC has been updated to further explain the approach to hard-to-reach groups. Further activities will be considered on a case-by-case basis.
73	National Grid should be mindful in reference to section 3.5 that Anglesey does not have a single Tourist Information Centre (TIC); however, there is a network of Tourist Information Points within key settlements.	This has been noted. National Grid intends to provide information to libraries, attractions and businesses and this will include making use of Tourism Information Points existing within these.
74	The SoCC should also set out how National Grid will consult with the local community on proposed mitigation measures and opportunities for environmental enhancement or compensation.	The SoCC has been updated to include explicit reference to mitigation. Asking people how they think the proposals can best be mitigated will form an important part of the feedback that is being asked from communities.
Response letter to final draft Statement of Community Consultation (22nd August 2016) and National Grid's response		
75	Consenting Process Diagram: Please include the Consultation Feedback Report within this process	The consenting process diagram gives an overview of submitting an application for a DCO and the post-application stages. National Grid does not propose to list the documents that make up this process. However, National Grid agrees that it is important people

Comment from Isle of Anglesey County Council		How National Grid had regard to the comment
		understand what happens to their feedback. The SoCC therefore makes reference to the consultation report in '4.2 What happens to your feedback?'
76	Consultation Zone: Please clarify that the zone is 3km either side of your proposals (i.e. a 6km wide consultation corridor).	National Grid has updated 3.4 to clarify the consultation zone is either side of the proposals.
77	Hard-to-reach groups: Please clarify that specific provisions are included for hard-to-reach groups such as braille, hearing loops, voice recognition technology.	The SoCC sets out National Grid's approach to hard-to-reach groups in section 3.6, including specific activities for these groups. National Grid will continue to consider further activities on a case-by-case basis.
78	Events, information and reference locations: Please amend 'such as lunchtimes' to a specific time slot, which we recommend should be 12:00pm – 2:00pm.	The current wording is intended to give an indication of when these events will take place. Due to ongoing organisation of events, it is not able to provide specific times at this time but the SoCC for publication will include times for each event.
79	Welsh Language: The Council welcomes your commitment to the Welsh Language and the provision of a Welsh speaker at every event; however this latter point is not noted in the SOCC.	As the council recognises, National Grid will endeavour to have at least one Welsh speaker at every event. National Grid recognises the importance of the Welsh language and providing people with the opportunity to engage in Welsh in the consultation. The SoCC explains the activities National Grid will undertake in Welsh and when Welsh speaking staff will be available. These will enable people to participate in the consultation fully in Welsh.

10.3.5 National Grid provided a written response to IACC's comments on the final draft Statement of Community Consultation (dated 22 August 2016) on 2 November 2016, having discussed the comments verbally and agreed the approach prior to finalising the SoCC for publication. Receipt of National Grid's letter was acknowledged and no further correspondence received. IACC's response to the statutory Stage Three Consultation did not include reference to the SoCC.

Table 10.2: Gwynedd Council comments on the initial draft SoCC and draft SoCC

Comment from Gwynedd Council		How National Grid had regard to the comment
Comments provided by Gwynedd Council on the initial draft SoCC (31 March 2016) and National Grid's response		
80	Clarify route to consent	SoCC has been updated to make clear what proposals are to be included in the Development Consent Order and what could be associated development or consented through an alternative route (e.g. Town & Country Planning Act 1990).
81	Include reference to local planning policies and NPPFs/guidance	While the SoCC provides some detail on the broad policies that have informed the proposals, local and national planning policies are a level of detail that may not be understood by members of the public. As such, National Grid considers this beyond the scope of the SoCC.
82	2km should be a minimum for consultation zones	Reflecting these comments, National Grid investigated the possibility of developing a bespoke consultation zone based on potential visual and other effects. However, the investigations concluded that in order to produce a robust consultation zone, each property in the vicinity of the proposals would need to be assessed. For example, a property 1km away may have intervening topography or vegetation which means that the new connection would not be visible, by contrast a property 2km may have uninterrupted views. This thorough assessment was not considered proportionate for the identification of the consultation

Comment from Gwynedd Council		How National Grid had regard to the comment
		<p>zone, or possible in the timeframes.</p> <p>The consultation zone reflects National Grid's experience of potential effects of similar developments and takes account of the specific topography of Anglesey and North Gwynedd. The majority of the zone is approximately 3km from the proposals, with some areas extended beyond this or brought in closer to the proposals to reflect specific local circumstances. Where practical, it has also been designed to avoid splitting settlements in half. A map of the consultation zone is now included in the SoCC.</p> <p>All those residents and businesses who have registered for updates during previous stages of the Project will automatically receive the Project Newsletter, regardless of their location i.e. within or outside the consultation zone.</p>
Comments made by Gwynedd Council in response to the formal consultation on the draft SoCC (7 July 2016) and National Grid's response		
83	Gwynedd Council had no comments to provide on the formal consultation as they were satisfied that the issues they had raised initially had been adequately addressed.	As a result of the liaison with Gwynedd Council during the informal consultation on the initial draft SOCC which National Grid undertook between 22 nd March to 1 st April 2017, and the extent to which comments had been taken into account in the formal draft SOCC, no further action was required at this stage.
Gwynedd Council's response to the final draft Statement of Community Consultation (19 August 2016) and National Grid's response		
84	The Council were happy with the final document from a Gwynedd Council perspective.	No action required.

10.4 Publication of the Statement of Community Consultation

- 10.4.1 In accordance with section 47(6)(za) of the Act (as amended), the SoCC was made available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land. The SoCC was available for inspection:
- As part of the full suite of consultation materials available at the document reference locations, listed in **Table 10.6**.
 - As reference copies at the information points in public locations throughout the route, listed in **Section 10.5**.
 - At all community, pop-up and consultation vehicle events.
 - On the Project website and on USB memory sticks.
- 10.4.2 Also in accordance with section 47(6)(a) of the Act, a notice was published in the Daily Post on 5 October 2016, as a newspaper circulating in the vicinity of the land, stating when and where the SOCC could be inspected. A copy of the notice and published SoCC is provided in **Appendices 21 and 32** to this report respectively.
- 10.4.3 The notice explained the Project proposal, the dates for consultation, how feedback could be provided and details of locations where materials could be found, including on the Project website and at reference locations.
- 10.4.4 The Project has therefore complied with all the enacted requirements of section 47(6).

10.5 Stage Three Consultation activities and compliance with the Statement of Community Consultation

Introduction

- 10.5.1 National Grid published its SoCC on 5 October 2016, alongside the launch of the Stage Three Consultation. Developed in consultation with IACC and Gwynedd Council (as described in detail in **Section 10.3**), the SoCC set out how National Grid proposed to carry out its consultation of people living in the vicinity of the land, and was prepared in accordance with the requirements of the Act and DCLG Guidance.
- 10.5.2 Chapters 1 and 2 of the SoCC provided background information on the Project, its history and information on the planning process. Chapters 4, 5 and 6 of the SoCC explained how feedback could be submitted, what happens next, other consultations National Grid was undertaking and other National Grid work in the area.
- 10.5.3 Chapter 3, Our Autumn 2016 Community Consultation, sets out what National Grid was consulting on, when and where it would consult, the communities it was consulting with and the consultation activities it would undertake. The following text details the commitments National Grid made in the SoCC and how they were complied with during the Stage Three Consultation. Each sub-heading below corresponds to the sub-headings in Chapter 3 of the SoCC.
- 10.5.4 A copy of the final SoCC is provided in **Appendix 32** to this report.

What we are consulting on (section 3.2 of the SoCC)

- 10.5.5 The SoCC stated:
- *“We are asking for feedback on all aspects of our proposals, but in particular:*
 - *all of our proposals from Wylfa to Pentir as detailed on page five:*
 - *an extension to the existing Wylfa substation to accommodate new equipment needed*
 - *a new connection (in addition to the existing overhead line) from Wylfa Newydd in North Anglesey to Pentir substation in North Gwynedd. We are proposing overhead lines on pylons and a section underground at the Menai Strait*
 - *equipment to make the transition from overhead to underground, such as sealing end compounds on each side of the Menai Strait*
 - *to cross the Menai Strait and the new infrastructure associated with this crossing, for example, tunnel head houses*
 - *an extension to the existing substation at Pentir to accommodate new equipment needed*
 - *temporary works to enable construction such as construction compounds, road access points and lay down areas along the entirety of the connection*
 - *enabling works associated with these proposals such as construction compounds, road modifications and access roads*
 - *the potential environmental effects of our proposals and if consultees have suggestions for reducing these effects (for example, through mitigation measures)*
 - *while our work in West Gwynedd is not part of our application for a Development Consent Order, feedback on this work is also welcome.*
 - *Feedback will help us understand the effects of our work and establish what options there are to mitigate them when developing a final design.”*

- 10.5.6 National Grid’s community materials provided information on all elements of the Project and these were available from the launch of the consultation (5 October 2016) – both online and at reference locations (listed in **Table 10.6**). All of the Project’s technical reports, including the Preliminary Environmental Impact Report (PEIR), were also publicly available, as described in **Chapter 7** of this report and below.
- 10.5.7 As detailed below, the community materials focused on demonstrating how the connection might look and the effects on local people. This included strong use of visuals, such as maps, photos and diagrams, to help people formulate a view on the proposals.
- 10.5.8 The materials contained varying levels of detail to allow people to choose the information they wanted, from the Project News to the detailed technical reports. The Project website was also updated to provide information on all aspects of the Project as well as containing all of the Project documents.
- 10.5.9 These materials were supported by a range of other activities designed to spread awareness of the proposals and consultation. These included press releases, social media, launch emails and website updates that focused on highlighting the various elements of the Project and explaining where information could be located. Further information on these activities is provided below.
- 10.5.10 All of the community materials, and the Project website, clearly stated how to provide feedback and why this was important.

When we are consulting (section 3.3 of the SoCC)

- 10.5.11 The SoCC stated: *“We are consulting on our proposals for 10 weeks, from 5 October to 16 December 2016.”*
- 10.5.12 National Grid consulted from 5 October to 16 December 2016, inclusive and took the following additional steps to raise and maintain awareness of these dates further to the public being made aware of the commencement of the consultation period and its duration in the statutory section 48 notices at **Appendix 21** to this report:
- The consultation dates featured prominently in community materials (such as the front page of the Project Newsletter and the website homepage).
 - A series of activities also reminded people of the consultation dates, including press adverts and press releases specifically referring to upcoming consultation milestones. The activities and press materials are detailed further below.
 - The Project Twitter feed regularly referenced consultation dates and published details of how long was left to feedback towards the end of the consultation period.
- 10.5.13 A high degree of public awareness of the ultimate deadline was evidenced by a noticeable uplift in feedback received in the final two weeks of consultation. Website visits were also more regular at the beginning and end of the consultation period.

Where we are consulting (section 3.4 of the SoCC)

- 10.5.14 The SoCC stated:
- “Our consultation zone reflects our experience of potential effects of similar developments and takes account of the specific topography of Anglesey and North Gwynedd. The majority of the zone is approximately 3km either side of our proposals, with some areas extended beyond this or brought in closer to our proposals to reflect specific local circumstances.*
- Our community consultation activities are focused on this consultation zone and seek to engage with those living and working in the consultation zone. This includes newsletters to households and community events.*

However, we recognise that there is broad interest in our proposals. To promote our proposals more widely, we are undertaking consultation activities outside the consultation zone, including vehicle events, local advertising and press releases to local media outlets.”

- 10.5.15 **Figure 10.1** shows the Project consultation zone developed and agreed with IACC and Gwynedd Council for the Stage Three Consultation.

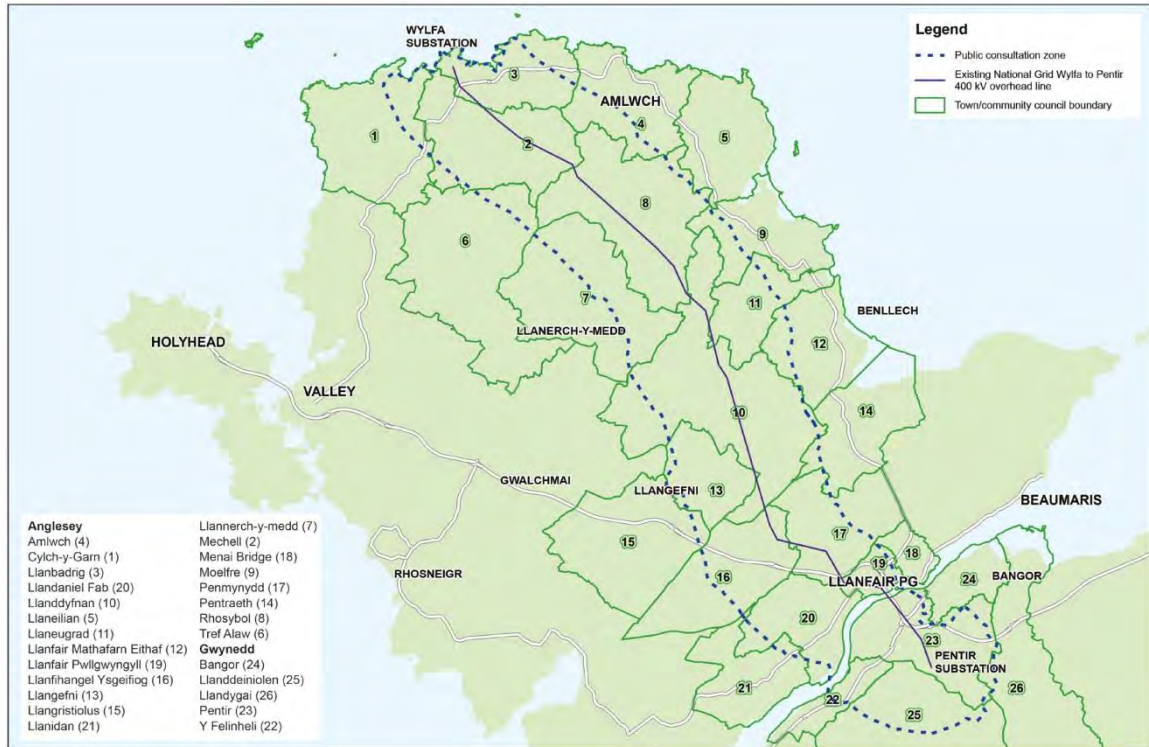


Figure 10.1: Project consultation zone for the Stage Three Consultation, extract from the SoCC

- 10.5.16 Project Newsletters were mailed to households and businesses in the consultation zone (12,299 were issued). The majority of National Grid’s community events (detailed below) took place within this zone and many of the reference locations were located here.
- 10.5.17 Consultation activities focused on the agreed consultation zone, reaching those reasonably considered to be potentially affected by the Project. In addition, National Grid recognised that, as a result of the Project’s prominent local profile, there might be interest in it from members of the public outside of this area of potential effects. As such, some pop-up events and vehicle events were held beyond the agreed consultation zone, the locations of which are listed in **Tables 10.4** and **10.5**. Advertising was also carried out in publications that circulate beyond the consultation zone and online, alongside media coverage of the Project in these publications.
- 10.5.18 The consultation was further publicised online by the Project Twitter feed as well as articles on both the IACC and Gwynedd Council websites.

Welsh Language

- 10.5.19 Welsh language provision formed an important part of the design of the Project’s Stage Three Consultation. Many people engaged in Welsh at earlier stages of the consultation and National Grid was committed to ensuring they could do so at Stage Three. Every household and stakeholder organisation mailed at the launch of consultation received a Welsh language newsletter, along with an English newsletter.

- 10.5.20 Welsh language versions of all community materials were produced and available in reference locations, information points and on the Project USB memory stick. Furthermore, a full Welsh language version of the website (including blogs, films and social media content) was developed and available from the launch of consultation.
- 10.5.21 Technical reports produced for Stage Three Consultation were not translated, due to the technical complexity of their content. However, National Grid was happy to provide a Welsh speaker to explain and discuss the documents if this was required. No specific requests for this were received during the consultation.
- 10.5.22 Alongside Welsh language materials, at least one Welsh speaking member of the project team was available at each consultation event. A number of people took the opportunity to ask questions and get information in Welsh. A Welsh enquiry line was also in operation throughout the consultation period.
- 10.5.23 Correspondence and presentations to elected representatives were all bilingual and, where relevant, a Welsh speaker was available.
- 10.5.24 A Welsh feedback form (online and offline) was available. People took the opportunity to provide feedback in Welsh and 112 pieces of Welsh feedback were received.

Who we are consulting (section 3.5 of the SoCC)

- 10.5.25 The SoCC stated: *“The Planning Act 2008 places an importance on people living near to proposals who may be affected by the development, permanently and/or temporarily such as during construction. Section 47 of the Act describes these as people “living in the vicinity of the land to which the proposed application relates”. Our consultation zone has been developed in accordance with these requirements and we will consult with the following people and groups.”*

Local communities

- 10.5.26 Households and businesses in the consultation zone formed the core audience for the community consultation. As outlined above, this activity focused on the consultation zone but activities (such as pop-up events, press adverts and social media) were also undertaken to engage audiences more widely. Project Newsletters were mailed to all households and businesses in the consultation zone.

Elected representatives

- 10.5.27 Elected representatives include town and community councils, county councillors with wards in the consultation zone, Assembly Members (AMs), Members of Parliament (MPs) and Members of the European Parliament (MEPs).
- 10.5.28 National Grid recognises the importance of elected officials as representatives of their communities and has involved them at every stage of the Project as outlined in **Chapters 5 and 6** of this report. This includes prescribed stakeholders (such as town and community councils) but also other elected representatives, such as councillors and members of the Welsh Assembly.
- 10.5.29 Specific activity undertaken in relation to the Stage Three Consultation involved:
- Town and Community Councils*
- A letter was posted to clerks of all relevant town and community councils (as prescribed in the Act), including a copy of the Project Newsletter and section 48 notice, on 4 October 2016. A full list of prescribed consultees is provided in **Table 8.1**.

- A consultation reminder letter was issued to all relevant town and community councils on 3 November 2016, including a copy of the original letter dated 4 October 2016 and the Project Newsletter.
- Letters to all relevant town and community councils included an offer of a briefing. Three community councils requested briefings and these were held:
 - Llanbadrig Community Council (21 November 2016)
 - Pentir Community Council (1 December 2016)
 - Felinheli Community Council (1 December 2016)
- Additionally, Rhosybol Community Council requested National Grid's attendance at a public meeting. National Grid thought carefully about the request, taking account of the need to be sure the event would be run safely, offer value and information for the public, and enable people to provide feedback. On this occasion National Grid was unable to attend.
- Several community councillors attended community events and made themselves known to National Grid staff.

10.5.30 Feedback was received from the following community councils. Further detail of the town and community councils consulted, their response and how National Grid had regard to the feedback received is detailed in **Chapter 8** of this report:

- Amlwch Town Council;
- Beaumaris Community Council;
- Bethel Community Council;
- Cwm Cadnant Community Council;
- Llanbadrig Community Council ;
- Llanerchymedd Community Council;
- Llanelian Community Council;
- Llanfairpwll Community Council;
- Llanfair yn Neubwll Community Council;
- Llanfihangelceifiog Community Council;
- Llanidan Community Council;
- Mechell Community Council;
- Pentir Community Council;
- Pentraeth Community Council;
- Rhosybol Community Council;
- Trearddur Community Council;
- Trewalchmai Community Council; and
- Y Felinheli Community Councils.

County councillors

- A letter was posted to all relevant ward county councillors, including a Project Newsletter and copy of the section 48 notice, on 4 October 2016.
- Briefings were provided to county councillors at IACC on 6 October 2016 and Gwynedd Council on 10 October 2016.

- Several county councillors attended community events and made themselves known to National Grid staff.

10.5.31 No individual county councillors provided feedback in their capacity as a councillor. However, consultation responses were received from Isle of Anglesey County Council and Gwynedd Council, as detailed in **Chapter 8** of this report.

Assembly Members (AMs), Members of Parliament (MPs) and Members of the European Parliament (MEPs)

- A letter was posted to relevant AMs, MPs and MEPs, including a Project Newsletter and copy of the section 48 notice, on 4 October 2016.
- Electronic newsletters were issued to constituency AMs and MPs on 5 October 2016 and briefings were offered. Constituency AMs and MPs were offered briefings ahead of the consultation launch to provide them with awareness of the consultation in the event of any questions from constituents (these did not include detailed Project information). The following briefings took place:
 - Sian Gwenllian AM (Arfon) and Hywel Williams MP (Arfon) – meeting 19 September
 - Albert Owen MP (Ynys Môn) – telephone briefing 21 September 2016
 - Rhun Ap Iorwerth AM (Ynys Môn) – telephone briefing 5 October 2016
 - Albert Owen MP (Ynys Môn) – meeting 25 October 2016

10.5.32 Feedback was received from the following AMs, MPs and MEPs:

- Rhun Ap Iorwerth AM (Ynys Môn);
- Albert Owen MP (Ynys Môn);
- Hywel Williams MP (Arfon);
- Sian Gwenllian AM (Arfon);
- Nathan Gill AM (North Wales) and MEP (Wales); and
- Jill Evans MEP (Wales).

Hard-to-reach groups

10.5.33 Hard-to-reach groups are individuals and groups that may have difficulties taking part in the consultation process for a range of reasons. These include:

- young people
- people who work full time or have young families
- people with a physical disability or learning difficulty
- people whose first language is not Welsh or English
- visitors to the area and tourists

10.5.34 National Grid's approach to engaging with hard-to-reach groups as part of the Stage Three Consultation is set out below. A full list of the hard-to-reach groups consulted is available in Appendix 7.1 of the SoCC, a copy of which is contained in **Appendix 32** to this report.

Local interest groups

10.5.35 National Grid recognises that there are a number of organisations that may have an interest in the Project. National Grid has identified these groups throughout the Project's history.

- 10.5.36 National Grid identified a number of local interest groups who may be interested in the Project because of their area of knowledge or specialism (such as local history/ heritage, wildlife, recreation/leisure organisations), but who do not fall under the formal Planning Act 2008 requirements. Such groups were identified through research by National Grid and through responses to the Project’s previous consultations. National Grid wrote to these organisations at the start of the consultation with details of the proposals and how to take part. A full list of the groups consulted is available in **Appendix 15** to this report.
- 10.5.37 A letter was posted to these groups, including a Project Newsletter and copy of the section 48 notice, on 4 October 2016.
- 10.5.38 National Grid received feedback from 28 of these groups. The responses received and how National Grid had regard to the feedback provided is detailed in **Chapter 11** of this report.

How we will consult communities (section 3.6 of the SoCC)

- 10.5.39 The SoCC stated:

“The consultation includes a mix of engagement methods (including physical and digital) and have a strong visual element to explain our proposals. Materials make use of diagrams, illustrations, infographics, photographs and maps.

The materials focus on the nature and scale of our proposals (such as size of equipment and construction requirements) to help people understand what effects they could have and consider ways in which these effects could be reduced. They make clear what is included in the community consultation, the role of feedback in the ongoing development of our proposals and how to provide comments.”

- 10.5.40 National Grid undertook a range of consultation activities (described in more detail below). Helping people understand how the connection might look and the effects on local people was a key feature of all these activities. Consultation dates, what the Project was consulting on and how to provide feedback feature prominently in all of these materials.

Community documents

- 10.5.41 The SoCC stated:

“We have provided a range of documents to explain our proposals to communities so they can understand their effects and provide feedback. These are plain language, easy to follow and make strong use of graphics and images.

The materials we have provided contain varying levels of detail. To help guide people to the level of detail that best suits their needs, all of the documents cross-reference one another and make clear which documents to view if somebody wants a greater level of detailed information.

All of these materials are available in Welsh and English.”

- 10.5.42 The community materials comprised a combination of the following documents. Text from the SoCC is provided in *italics* for reference.

“Newsletter: mailed to addresses in the areas in which we are consulting. This will include a large map of the proposals and information on how to provide feedback.”

- 10.5.43 The Project Newsletter provided an easy-to-follow overview of what the Stage Three Consultation was and how people could take part.

- 10.5.44 Information on what National Grid was seeking feedback on and how people could find out more was included on the front page of the newsletter. It made use of an A2 map to show all of the elements of the Project, which also included details of community events in the area during the consultation. The newsletter included examples of key pieces of equipment

and infrastructure, visualisations of how the connection could look in the landscape and details of the Project history.

10.5.45 The newsletter was available in both Welsh and English. As well as being mailed to 12,299 addresses, it was also available online, on the Project USB memory stick, at reference locations and information points, and at community events. It was also available on request from the community relations team.

10.5.46 A copy of the newsletter is available at **Appendix 23** to this report.

“Overview document: a non-technical summary of the proposals and more information on the equipment we need and infrastructure we propose to build. This will also include information on how consultation feedback to date has influenced the development of our proposals.”

10.5.47 The overview document provided an additional level of detail to the Project Newsletter. It contained more detailed, A4 maps of sections of the route (including construction access roads). More information on the equipment needed for the connection was provided as well as the principles of ‘paralleling’ the overhead line. Background information on the Project was included, such as its Need Case and the planning process. It also included ‘you said, we did’ sections explaining how National Grid had had regard to feedback received during the previous stages on the Project.

10.5.48 The overview document was available in both Welsh and English. It was available online, on the Project USB memory stick, at reference locations and information points, and at community events. It was also available on request from the community relations team.

10.5.49 A copy of the overview document is available at **Appendix 24** to this report.

“Q&A document: questions on our proposals and our answers to these.”

10.5.50 The Q&A document summarised commonly-asked questions from members of the public and provided answers to these. The document covered topics including the consultation, the proposals, construction and transport, lands and compensation, EMFs, what happens next and supply chain, career and job opportunities.

10.5.51 Throughout the document it provided details on where to find more information, how to provide feedback and the consultation dates.

10.5.52 The Q&A document was available in both Welsh and English. It was available online, on the Project USB memory stick, at reference locations and information points and at community events. It was also available on request from the community relations team.

10.5.53 A copy of the Q&A document is available at **Appendix 25** to this report.

“Feedback form: a questionnaire to capture views on our proposals and the consultation we are undertaking. People will also be welcome to respond to the consultation in writing by letter or email.”

10.5.54 The feedback form provided a simple way for people to provide their comments on the consultation. The four-page document separated the proposals into three geographic areas: Wylfa substation and the overhead line on Anglesey; the tunnel underneath the Menai Strait and related equipment; the overhead line in North Gwynedd and Pentir substation.

10.5.55 Each of these was accompanied by a summary of the proposals in these areas to allow people to quickly identify areas of interest. The feedback form also included questions on the Project’s development, whether the information has been presented in a useful way (to help evaluate the consultation) and whether the respondent had any other comments.

10.5.56 The feedback form was developed to ensure that the respondents could provide comments on any aspect of the Project, from the Need Case and the strategic option selected, through to detailed matters such as the proposed individual pylon positions.

- 10.5.57 The feedback form was available in both Welsh and English. It was available online, on the Project USB memory stick, at reference locations and information points, and at community events. It was also available on request from the community relations team. A copy of the feedback form is available at **Appendix 22** to this report.
- 10.5.58 The feedback form made clear the other options for providing feedback. In total, feedback was received in following ways:

Feedback method	Number of responses received
Hard copy feedback form	86
Online feedback form	116
Email	105
Letter	97
Campaign response	1,400
Total	1,804

- 10.5.59 In total 112 Welsh pieces of feedback were received.
- “Photomontages: a range of photomontages showing the proposed location and scale of infrastructure from vantage points. These will be available on USB memory stick, to view at our consultation events and on our website.”*
- 10.5.60 Photomontages were developed for the Preliminary Environmental Impact Report (PEIR) and made available to members of the public. They showed computer generated examples of what the proposals would look like, alongside the existing views, from vantage points along the proposed route.
- 10.5.61 As chapters of a technical report, the photomontages were available in English only on the Project website and USB memory stick. However, dual language versions were available at community events and on request from the community relations team.

Additional materials

- 10.5.62 Alongside the community documents described above, a number of additional consultation materials were used during the Stage Three Consultation to ensure broad engagement on the Project. Text from the SoCC is provided in *italics* for reference.

Project website

“Website – the Welsh and English project websites have been updated to explain the latest proposals, making use of graphics, illustrations, photomontages and photography to describe our work.”

- 10.5.63 A full update to the Project website (English and Welsh) went live on 5 October 2016. This included updated Project information, an online feedback form, consultation details (including event dates and locations), updated images and a new interactive map.
- 10.5.64 The Stage Three Consultation made use of the Project blog. This had been launched in the run-up to consultation and allows members of the Project team from various disciplines to address topics of their expertise. The blogs are designed to be plain-speaking and targeted topics that the Project was aware members of the public were interested in.
- 10.5.65 Blogs published during the consultation were ‘*Could we put our cables on a bridge instead of a tunnel?*’ and ‘*One week to go – why should I take part?*’ The blogs were published in Welsh and English and publicised through the Project Twitter account.

- 10.5.66 The blog has continued to be used following the close of consultation and has provided a useful method of addressing key themes from the consultation.
- 10.5.67 National Grid recognised the importance of allowing people who could not attend community events to fully engage with the consultation. The website played a central role in this, providing a full suite of information, materials and interactive content (including films / map).
- 10.5.68 In total, 5,902 people visited the website during the consultation, with noticeable spikes at the launch and close of consultation.
- 10.5.69 **Figure 10.2** shows the level of visits to the Project website during consultation.

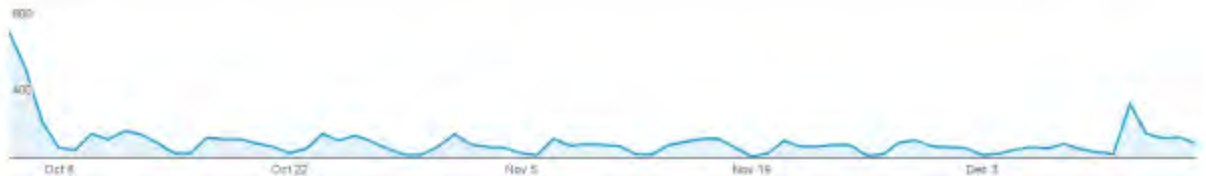


Figure 10.2: Level of visits to the Project website during the Stage Three Consultation

“A postcode searchable map allows people to easily identify their properties in relation to our proposals and an online feedback form will be available. All of our community and technical materials, as well as maps, are available to download.”

- 10.5.70 The postcode searchable map was updated from previous stages. As well as showing the latest proposals, it also included pop-out content in specific locations along the route, allowing people to easily view videos and images relevant to them. This included 360 degree visualisations, computer generated viewpoints that showed what the proposals may look like. The Project map was visited 1,553 times during the consultation, the third most visited page (after the home page and ‘Our Latest Proposals’).
- 10.5.71 All of the Project’s community and technical materials were available to download from the website. The online feedback form was live for the full duration of the consultation, with 116 pieces of feedback submitted this way.

“The online photo library contains images of a wide range of equipment that could be used on the Project. This includes examples of existing infrastructure from elsewhere in the UK and graphical representations of construction work. The library helps people to see what our equipment may look like and also provides more information on the equipment and construction requirements.”

- 10.5.72 Recognising the importance of graphics and interactive content in engaging with people during the consultation, National Grid provided an image library that included images of existing infrastructure similar to that needed for the Project. The image library was visited 168 times during the consultation.
- 10.5.73 The image library was supported by a Project Films page. Two types of film were produced for the Stage Three Consultation – 3D visualisation route drive films (narrated computer generated journeys of roads near to the proposals) and Project team films (members of the Project team describing different elements of the Project). Further information on both types of film is provided below. The Project Film page was visited 259 times during the consultation. The videos were also available on the National Grid YouTube page. In total, the Project films were viewed 1,353 times.

Use of Social Media

*“**Social media** – consultation information will be issued in Welsh and English from the Project’s Twitter account (@NGNorthWales). During the consultation, it is likely that tweets*

will be at least daily and include updates and reminders of where events are taking place, consultation deadlines and other important information.”

- 10.5.74 The Project Twitter feed was set-up in April 2016, to allow local people to follow the account before the Stage Three Consultation. During consultation, the feed was used to promote the consultation, different aspects of the proposals and the community events. It also publicised the Project blogs, interactive content on the website and how to take part in the consultation. The account was promoted through re-tweets by IACC and Gwynedd Council, as well as the National Grid corporate account.
- 10.5.75 The Project tweets received 49,525 impressions during the consultation period and the account gained 52 followers.

Visualisations and Project Films

“3D visualisation – we have produced a digital visualisation of our proposals showing what they will look like in the landscape and allowing people to see them from different viewpoints. This will be available at our community events and consultation vehicle events (due to the specialist equipment needed to run it).”

- 10.5.76 The 3D visualisation was made available at the community and vehicle events (see below). A computer generated model of the Project area, it enabled users to get an opportunity to see how the connection might look when built. People were able to search their postcodes and see the view from their properties, move about the route and toggle between the existing view and the same view with the proposed Project included.
- 10.5.77 The 3D visualisation was popular at the events and played an important role in helping people understand the effects of the proposals – a key aim of the consultation. National Grid also provided a printing service at community events, allowing people to take visualisations away with them.
- 10.5.78 The visualisation was also used to develop 3D viewpoints. These were used with virtual reality headsets at events, to give people a 360 degree view of the proposals. These viewpoints were also available on the website as described above.
- 10.5.79 A screen shot of the 3D visualisation is provided in **Figure 10.3**.



Figure 10.3: A screen shot of the 3D visualisation developed for use during the Stage Three Consultation

“Route drive films – these short films use the 3D visualisation to travel through sections of the route. These are accompanied by a narration, explaining the proposals in the area, the decisions we have made and the factors we’ve considered.

The films are available on the Project website, at our community and consultation vehicle events, and shared on social media.”

- 10.5.80 Ten route drive films were developed using the 3D visualisation. These short-films consisted of journeys on roads near the proposals, showing how the connection might look in the landscape, accompanied by a narration.
- 10.5.81 These videos were, for the first time in the Project’s engagement activity, used as part of the virtual reality (VR) system at consultation events and it proved a popular way for people to view the proposals. In particular, it helped engage young people and children, a group who often do not take part in consultation activities.
- 10.5.82 The VR headsets available at all events enabled users to look around them in all directions whilst travelling along the preselected routes. **Figure 10.4** provides a screen shot from one of the route drive films.



Figure 10.4: A screen shot of a route drive film produced using the 3D visualisation developed for use during the Stage Three Consultation

- 10.5.83 The route drive films were available in Welsh and English and available on the Project website, National Grid YouTube page and the USB memory stick. They were also used on the Project’s Twitter feed.
- 10.5.84 The route drive films were viewed a total of 882 times and received 2,300 impressions on Twitter.

“Project team films – these short films feature members of the Project team talking in accessible terms about their areas of expertise. They are easy-to-follow and designed to give members of the public a better understanding of some of the work National Grid is doing in North Wales.

The films are available on the Project website, at our community and consultation vehicle events, and shared on social media.”

- 10.5.85 Nine Project team films were developed. These short (1-2 minute), easy-to-follow videos involved members of the Project team explaining important Project topics. These included how National Grid develops proposals, what National Grid does with feedback and why the connection can't be put underground, among others.
- 10.5.86 They were available in Welsh and English – where a Project team member did not speak Welsh, subtitles were provided. The films were available on the Project website and YouTube. They were also used on the Project's Twitter feed.
- 10.5.87 The Project team films were viewed a total of 212 times and received 1,798 impressions on Twitter.

Use of USB memory sticks

“USB memory stick – we have produced USB memory sticks that contain digital versions of our community materials and technical documents. These are available at consultation events, at reference locations and on request from our community relations team. The availability of the USB memory sticks will be publicised in our newsletter.”

- 10.5.88 The USB memory stick provided an easy way for members of the public and stakeholders to receive all of the Project documents. Due to the poor broadband speeds in parts of the Project area and the size of some of the Project documents, National Grid recognised the importance of this option being available.
- 10.5.89 The availability of the USB memory sticks was advertised on the front page of the Project Newsletter and USB memory sticks were available to take away at all the consultation events.
- 10.5.90 USB memory sticks included Welsh and English versions of the following documents:

Community documents

- Project News;
- Project Overview 2016;
- Questions and Answers; and
- Consultation Feedback Form.

Reports

- Preferred Route Option Selection Report, September 2016;
- Draft Route Alignment Report, September 2016;
- Menai Strait Crossing Report, September 2016;
- Preliminary Environmental Information Report, October 2016;
- Strategic Options Report, 2015;
- Strategic Options Report Update, October 2016;
- Project Need Case, October 2016; and
- Project Glossary, September 2016.

Plans

- Works Plans;
- Lands Plans;
- Land Affected Plans;
- Crown and Special Category Land Plans;
- Access and Rights of Way Plans;

- Features and Nature Conservation Habitats;
- Features of Historic Environment Plans;
- Other Environmental Features Plans;
- Trees and Hedges Potentially Affected;
- Design Plans;
- Consultation Plans; and
- Plan Guidance Document.

Other documents

- Statement of Community Consultation, October 2016;
- Route Drive Films; and
- Document Navigation Booklet.

Events, information and reference locations

10.5.91 To ensure that the information contained within the technical reports and community documents were accessible to all, and to enable people to ask questions of members of the Project team, a number of community events were organised and use made of information and reference locations. In addition, a Project Freephone number, dedicated email address and Freepost address were available.

10.5.92 This section provides more detail on these elements of the consultation, with relevant text from the SoCC provided in *italics* for reference.

“We have organised a range of engagement activities for people to meet our team and/or pick up information in locations near to our proposals. The locations for all of these activities have been publicised at the start of consultation using the community materials above. We will be organising community events in the villages and towns closest to the proposals.

We will also be holding a range of other events to engage with people as they go about their day-to-day activities, helping those with limited free time (such as families or working people) to take part in the consultation.”

10.5.93 Community consultation events provide an important opportunity for people to find out more about the Project’s proposals and ask members of the Project team any questions they might have.

10.5.94 To give people more opportunities to attend, National Grid held three types of events: community events, consultation vehicle events and pop-up events (explained in more detail below). The event schedule was advertised in the Project Newsletter, on the Project website, via press adverts and press releases (further detail of which is provided below) and on social media.

10.5.95 In total, 19 public events were held and 418 people attended.

“Community events – events in community halls in the villages and towns closest to the proposals (see below for locations, dates and times). These events will be staffed by National Grid project team members from various disciplines, including construction, environment, lands and engineering. A ‘show and tell’ approach will use interactive tools such as the 3D visualisation and Virtual Reality (VR) headsets, supported by exhibition panels, examples of equipment, maps and image portfolios.”

10.5.96 The community events were the most prominent type of public event National Grid held during the Stage Three Consultation. Taking place at public venues at prominent locations

along the route, the events took place for six hours to give people an opportunity to attend around other commitments.

- 10.5.97 These events were manned by a large team of National Grid staff (12 to 15). At each of these was at least one member from the following disciplines: project management, environmental, transport, lands, engineering, design, electric and magnetic fields (EMFs) and community relations. There was also at least one Welsh speaker at each event.
- 10.5.98 Community events included a full range of community and technical materials, including all of the plans supporting the PEIR. These were supported by large scale maps, image portfolios and photomontages, the 3D visualisation and VR headsets (described above) and exhibition panels.
- 10.5.99 Information available at community events included:
- Virtual reality headsets and 3D visualisation.
 - Display boards providing information on National Grid, the proposals and a large scale map.
 - Community materials to take away – Project Newsletter, Overview document, Q&A document and feedback form. All were available in Welsh and English.
 - Full-sets of reference copies of the technical documents published as part of the consultation, including all historic technical and community materials published at earlier stages.
 - National Grid factsheets.
- 10.5.100 All of the community and technical documents published for this consultation were available on a USB memory stick for people to take away with them.
- 10.5.101 The community events took place in the locations provided in **Table 10.3**.

Table 10.3: Details of the community events held during the Stage Three Consultation

Date	Location	Times	Attendance
Wednesday 26 October 2016	Talwrn Village Hall, LL77 7ST	1.30pm- 7.30pm	100
Friday 28 October 2016	Llanfairpwll Primary School, Lfordd Caergybi, LL61 5TX	1.30pm- 7.30pm	38
Friday 4 November 2016	Tre-Ysgawen Hall, Capel Coch, LL77 7UR	1.30pm- 7.30pm	46
Saturday 5 November 2016	Rhosybol School Community Hall, LL68 9PP	10am- 4pm	59
Saturday 12 November 2016	Llanfechell Community School, LL68 0SA	10am- 4pm	19
Tuesday 15 November 2016	Penrhyn Hall, Tan Y Fynwent, Bangor, LL57 1NW	1.30pm- 7.30pm	14

- 10.5.102 In total, 276 people attended the community events.

“Consultation vehicle events – focused on key population centres with high footfall where people regularly go as part of their daily activities. They will last two to three hours, during the busiest parts of the day. Two or three key members of the National Grid project team will be available to provide more information and answer questions that people might have.

People will be able to view copies of our materials, large scale maps and images, as well as view our project films. People will also be able to explore the route through our 3D visualisation and see how the proposals might look in the landscape.”

- 10.5.103 The consultation vehicle events were designed to be mobile, lower-key events that would be available in key population areas such as town centre car parks or business parks. They were held for two to two-and-a-half hours at lunchtimes, in areas with busy footfall, to

maximise people’s opportunity to attend. They were manned by a smaller team than the community events, although a mix of disciplines (and a Welsh speaker) was always available.

10.5.104 As with the community events, a full suite of community and technical materials was available and people could view the 3D visualisation and virtual reality content. Information available at community events included:

- Virtual reality headsets and 3D visualisation
- Display boards providing information on National Grid, the proposals and a large scale map.
- Community materials to take away – Project Newsletter, overview document, Q&A document and feedback form. All were available in Welsh and English.
- Full-sets of reference copies of the technical documents published as part of the consultation, including all historic technical and community materials published at earlier stages.
- National Grid factsheets.

10.5.105 All of the community and technical documents published for this consultation were available on a USB memory stick for people to take away with them.

10.5.106 Vehicle events took place in the locations detailed in **Table 10.4**.

Table 10.4: Details of the community vehicle events held during Stage Three Consultation

Date	Location	Times	Attendance
Thursday 27 October 2016	Glascoed Road car park , Cemaes, LL67 0HN	12pm-2.30pm	9
Saturday 29 October 2016	Llys Menai car park , Wood Street, Menai Bridge	12pm-2.30pm	14
Tuesday 1 November 2016	Stesion y Llan cafe car park , Llanerchymedd, LL71 8EU	12pm-2.30pm	5
Thursday 3 November 2016	Mill Street car park , Llangefni	12pm-2.30pm	11
Tuesday 8 November 2016	Ty Menai , Parc Menai Business Park, LL57 4HJ	11am-1pm	2
Tuesday 8 November 2016	Pringles car park , Llanfairpwll, LL61 5UJ	2.30pm-4.30pm	12
Wednesday 9 November 2016	Co-op car park , Amlwch, LL68 9AL	12pm-2.30pm	14
Thursday 10 November 2016	Mill Street car park , Llangefni, LL77 7RT	12pm-2.30pm	13
Friday 11 November 2016	Tesco Extra car park , Bangor, LL57 4SU	12pm-2.30pm	11

10.5.107 In total, 91 people attended the consultation vehicle events.

“Pop-up events – these events offer an opportunity to find out more about the Project and how people can take part in the consultation.

Events will include community materials, maps and a portfolio of images. Two or three key members of the National Grid project team will be available to provide more information and answer questions that people might have.”

- 10.5.108 Pop-up events were designed to allow people to get more information on the Project and ask questions in an informal setting, while they went about their day-to-day activities. People were able to view the community materials, view large scale maps, images and use the VR headsets and 3D visualisation. Two to three members of the Project team (including at least one Welsh speaker) were available to answer questions and advise on where more information could be found.
- 10.5.109 Information available at community events included:
- Virtual reality headsets and 3D visualisation
 - Summary display boards providing information on National Grid, the proposals and a large scale map
 - Community materials to take away – Project Newsletter, overview document, Q&A document and feedback form. All were available in Welsh and English.
 - Maps of the route and images of existing National Grid equipment.
 - National Grid factsheets.
- 10.5.110 All of the community and technical documents published for this consultation were available on a USB memory stick for people to take away with them.
- 10.5.111 Pop-up events took place in the locations noted in **Table 10.5**.

Table 10.5: Details of the community pop-up events held during Stage Three Consultation

Date	Location	Times	Attendance
Wednesday 2 November	Pontio , Bangor University, LL57 2TQ	2pm-4.30pm	18
Wednesday 9 November	Galeri Caernarfon , Doc Fictoria, LL55 1SQ	5.30pm-7.30pm	8
Thursday 10 November	David Hughes Leisure Centre , Menai Bridge, LL59 5SS	5pm-7.30pm	13
Friday 11 November	Plas Arthur Leisure Centre , Llangefnï, LL77 7QX	4pm-6.30pm	12

- 10.5.112 In total, **51** people attended the pop-up events.

“Enquiries and information – our Freephone enquiry line in Welsh and English is in operation (9am-5pm Mon-Fri) with an answer phone service in operation outside of these hours and on bank holidays. Dedicated email addresses and a freepost address will also be available.”

- 10.5.113 The Project Freephone continued to operate throughout the consultation, with both an English and Welsh service available. The Project received 33 telephone enquiries during the consultation.
- 10.5.114 The Project email address and freepost were used primarily by members of the public for providing feedback during the consultation. 153 emails were sent to the Project email address and around 1,550 items were sent to the freepost address.
- 10.5.115 The details for the Freephone, email address and freepost were publicised on all community materials as well as on the website.

“Information points – a number of information points have been placed in locations with high footfall and open to the public, such as community halls and libraries in the area. The stands will hold copies of our community materials (newsletters, overviews, Q&As,

feedback form) that people can take away with them as well as contact details for the Project.”

- 10.5.116 Information points containing a range of Project materials were placed throughout the Project area. These branded stands included information about the consultation and how to take part, contained copies of all of the community materials to take away, as well as a reference copy of the SoCC.
- 10.5.117 Information points and their locations were publicised in the SoCC, on the Project website and in the newsletter and overview document. An example information point is provided in **Figure 10.5**.



Figure 10.5: Example information point used during the Stage Three Consultation

- 10.5.118 Information points were placed in the following locations:

Anglesey

- **Amlwch** - Amlwch Library, Parys Road, Amlwch, LL68 9AB
- **Beaumaris** - Beaumaris Library, David Hughes Community Centre, LL58 8AL
- **Brynteg** - Brynteg Community Hall, Brynteg, LL78 8JN
- **Cemaes** - Cemaes Library, Glascoed Road, Cemaes, LL67 0HN
- **Gaerwen** - Esceifiog Community Centre, Gaerwen, LL60 6DD
- **Holyhead** - Holyhead Library, Newry Fields, LL65 1LA
- **Llandegfan** - Llandegfan Parish Hall, LL59 5UL
- **Llanfechell** - Llanfechell Community School, LL68 0SA
- **Llangefni** - Llangefni Library, Lôn y Felin, Llangefni, LL77 7RT
- **Llangefni** - Isle of Anglesey County Council, Council Offices, Llangefni, LL77 7TW

- **Menai Bridge** - Menai Bridge Library, Wood Street, LL59 5AS
- **Penmynydd** - Penmynydd Village Hall, LL61 6PG
- **Rhosybol** - Rhosybol School Community Hall, Rhosybol, LL68 9PP

Gwynedd

- **Bangor** - Bangor Library, Gwynedd Road, LL57 1DT
- **Caernarfon** - Caernarfon Library, Pavilion Hill, Caernarfon, LL55 1AS
- **Rhiwlas** - Rhiwlas Village Hall, LL57 4GA

“Reference locations – our community materials, maps, detailed reports and plans are available to the public at selected libraries and suitable civic locations in, or nearest to, the consultation zone, and at council offices.”

- 10.5.119 In addition to information points, several locations were selected as reference locations. These included the community materials but also a full set of the technical reports and plans published for the Stage Three Consultation (as described in **Chapter 7** of this report) for people to view in these locations.
- 10.5.120 Reference locations were publicised in the SoCC, on the Project website and in the overview document. The locations were also listed in the SoCC notice and section 48 notice published in accordance with the Act. Reference packs were located at the locations described in **Table 10.6**.

Table 10.6: Stage Three Consultation reference locations

Anglesey	
Amlwch Library Lôn Parys, Amlwch, Anglesey, LL68 9AB	Tuesday: 9:30am-12:30pm, 2pm-5pm Wednesday: 9:30am-12:30pm Thursday: 2pm-7pm Friday: 9:30am-12:30pm Saturday: 9:30am-12:30pm
Beaumaris Library David Hughes Community Centre, Beaumaris, Anglesey, LL58 8AL	Monday: 4pm-7pm Wednesday: 10am-1pm Thursday: 10am-1pm Friday: 10am-1pm, 2pm-5pm Saturday: 10am-12pm
Benllech Library Bangor Road, Benllech, Anglesey, LL74 8TF	Monday: 5pm-7pm Tuesday: 2pm-5pm Wednesday: 10am-12pm, 2pm-4pm Friday: 2pm-7pm Saturday: 10am-12:30pm
Cemaes Library Glascoed Road, Cemaes, Anglesey, LL67 0HN	Monday: 2pm-6pm Wednesday: 9:30am-12:30pm Friday: 2pm-6pm
Holyhead Library Newry Fields, Holyhead, Anglesey, LL65 1LA	Monday: 9:30am-6pm Tuesday: 9:30am-6pm Wednesday: 9:30am-1pm Thursday: 9:30am-6pm Friday: 9:30am-6pm Saturday: 9:30am-12:30pm
Llangefni Library Lôn y Felin, Llangefni, Anglesey, LL77 7RT	Monday: 9am-7pm Tuesday: 9am-5pm Wednesday: 9am-1pm Thursday: 9am-6pm Friday: 9am-7pm Saturday: 9am-12.30pm
Menai Bridge Library Wood Street, Menai Bridge, Anglesey, LL59 5AS	Tuesday: 1pm-6pm Wednesday: 9:30am-12:30pm Thursday: 1pm-6pm Friday: 1pm-5pm

Anglesey	
	Saturday: 9:30am-12:30pm
Anglesey Business Centre Bryn Cefni Business Park, Llangefni, Anglesey, LL77 7XA	Monday: 8.30am-5pm Tuesday: 8.30am-5pm Wednesday: 8.30am-5pm Thursday: 8.30am-5pm Friday: 8.30am-5pm
Isle of Anglesey County Council main council office Council Offices, Llangefni, Anglesey, LL77 7TW	Monday: 8.45am-5pm Tuesday: 8.45am-5pm Wednesday: 8.45am-5pm Thursday: 8.45am-5pm Friday: 8.45am-5pm
Isle of Anglesey County Council Planning Service Council Offices, Llangefni, Anglesey, LL77 7TW	Monday: 8.45am-5pm Tuesday: 8.45am-5pm Wednesday: 8.45am-5pm Thursday: 8.45am-5pm Friday: 8.45am-5pm
Gwynedd	
Bangor Library Gwynedd Road, LL57 1DT	Monday: 9:30am-7pm Tuesday: 9:30am-7pm Wednesday: 9:30am-1pm Thursday: 9:30am-7pm Friday: 9:30am-7pm Saturday: 9:30am-1pm
Caernarfon Library Pavilion Hill, Caernarfon, LL55 1AS	Monday: 9:30am-7pm Tuesday: 9:30am-7pm Wednesday: 9:30am-1pm Thursday: 9:30am-7pm Friday: 9:30am-7pm Saturday: 9:30am-1pm
Siop Gwynedd Gwynedd Council's Headquarters, Castle Street, Caernarfon, Gwynedd, LL55 1SE	Monday: 8.40am-5pm Tuesday: 8.40am-5pm Wednesday: 8.40am-5pm Thursday: 8.40am-5pm Friday: 8.40am-5pm

Publicity

10.5.121 The SoCC stated: *“To make sure people are aware of our consultation, the dates, event venues and times, and how to provide feedback, we will publicise the community consultation in the following ways:*

Newsletter mailing – we have sent a newsletter to residential and business addresses in our consultation zone.”

10.5.122 The Project Newsletter was sent to 12,299 addresses in the consultation zone. The mailing list was based on the most up-to-date Royal Mail data.

“Advertising – we will advertise in local publications including the Daily Post, the Holyhead & Anglesey Mail and the North Wales Chronicle. We will also advertise in Welsh through Golwg. This advertising will have a digital focus, which offers widest reach and increased longevity. We will support this online activity with print adverts during the consultation.

Advertising, both online and in print, will run at the following times: at the start of our consultation, shortly before our events start and shortly before the close of consultation to remind people of the closing date. This advertising in local press will also seek to promote broad awareness of the consultation outside of the consultation zone.”

- 10.5.123 Print adverts were placed in newspapers circulating in the vicinity of the proposals. These were: Daily Post, Holyhead & Anglesey Mail and North Wales Chronicle. These adverts were all dual-language. Welsh-only adverts were also taken out in the Welsh language nationwide magazine Golwg.
- 10.5.124 Three print adverts were published: at the launch of the consultation, at the start of the consultation events and three weeks prior to the close of consultation. **Figure 10.6** shows an example of the consultation launch advert, **Figure 10.7** an example of the advert placed to publicise the start of consultation events and **Figure 10.8** contains an example of the three weeks to go advert.

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Prosiect Cysylltiad Gogledd Cymru

Cyfle i ddweud eich dweud!

Ymgynghoriad ar agor: 5 Hydref tan 16 Rhagfyr 2016

Dyma'ch cyfle i gynnig sylwadau am y cynlluniau manwl ar gyfer ail linell o beilonau ym Môn a Gogledd Gwynedd a thwnnel o dan Afon Menai.

Cewch weld sut y gallai'r cysylltiad edrych a chymryd rhan

- Digwyddiadau cymunedol
- Model cyfrifiadurol 3D o'r llwybr cyfan
- Ffilm gyrru trwodd 3D o wahanol ffyrdd ar hyd y llwybr
- Lluoniau gwneud o sut y gallai'r ail gysylltiad edrych
- Map rhyngweithiol
- Ffilmiau byrion gyda thîm y prosiect
- Cwestiynau ac atebion
- Cyfle i ymateb ar-lein, trwy ebost neu trwy radbost

Cewch wybod rhagor trwy fynd i www.cysylltiadgogleddcymru.com neu ffonio 0800 990 3567

Mae'n debygol mai hwn fydd ein hymgyngoriad olaf ar y cysylltiad cyfan ac felly mae'n bwysig iawn eich bod yn cymryd rhan fel y gallwn ystyried eich barn.

North Wales Connection Project

Have your say!

Consultation now open: 5 October to 16 December 2016

Your opportunity to comment on detailed plans for a second line of pylons in Anglesey and North Gwynedd and a tunnel at the Menai Strait.

See what the connection could look like and get involved

- Community events
- 3D computer model of the whole route
- 3D drive through of different roads along the route
- Visualisations of how the second connection could look
- Interactive map
- Short films with our project team
- Questions and answers
- Feedback online, by email or via freepost

Find out more at www.northwalesconnection.com or call on 0800 990 3567

This is likely to be our last consultation on the whole connection so it's really important you take part so your views can be considered.

Figure 10.6: Example of an advert placed to advertise the launch of the Stage Three Consultation

Croeso i deuluoedd!
Ardal i blant yn ein digwyddiadau cymunedol

Families welcome!
Children's area at our community events



Prosiect Cysylltiad Gogledd Cymru

Digwyddiadau ymgynghori!

Ymgynghoriad ar agor: 5 Hydref tan 16 Rhagfyr 2016

Dyma'ch cyfle i gynnig sylwadau am y cynlluniau manwl ar gyfer ail linell o beilonau ym Môn a Gogledd Gwynedd a thwnnel o dan Afon Menai. Edrychwn ymlaen at eich gweld yno.

Cewch wybod rhagor trwy fynd i www.cysylltiadgogleddcymru.com neu ffonio 0800 990 3567

Mae'n debygol mai hwn fydd ein hymgynghoriad olaf ar y cysylltiad cyfan ac felly mae'n bwysig iawn eich bod yn cymryd rhan fel y gallwn ystyried eich barn.

North Wales Connection Project

Consultation events taking place!

Consultation now open: 5 October to 16 December 2016

Your opportunity to comment on detailed plans for a second line of pylons in Anglesey and North Gwynedd and a tunnel at the Menai Strait. We look forward to seeing you there.

Find out more at www.northwalesconnection.com or call on 0800 990 3567

This is likely to be our last consultation on the whole connection so it's really important you take part so your views can be considered.

Digwyddiadau Cymunedol

Bydd tîm mawr o'r prosiect ar gael, a gwybodaeth fanwl yn cynnwys sut y gallai'r llwybr edrych.

<p>Dydd Mercher 26 Hydref 1.30pm-7.30pm Neuadd Bentreff Talwrn, LL77 7ST</p> <p>Dydd Gwener 28 Hydref 1.30pm-7.30pm Ysgol Llanfairpwll, Ffordd Caerdybi, LL61 5TX</p> <p>Dydd Gwener 04 Tachwedd 1.30pm-7.30pm Gwesty Tre-Ysgawen, Capel Coch, LL77 7UR</p>	<p>Dydd Sadwrn 05 Tachwedd 10am-4pm Neuadd Gymuned Ysgol Rhosybol, LL68 9PP</p> <p>Dydd Sadwrn 12 Tachwedd 10am-4pm Ysgol Gymuned Llanfechell, LL68 0SA</p> <p>Dydd Mawrth 15 Tachwedd 1.30pm-7.30pm Neuadd y Penrhyn, Tan y Fynwent, Bangor, LL57 1NW</p>
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Community events

A large team from the project will be available, with detailed information including what the route could look like.

<p>Wednesday 26 October 1.30pm-7.30pm Talwrn Village Hall, LL77 7ST</p> <p>Friday 28 October 1.30pm-7.30pm Llanfairpwll Primary School, Ffordd Caerdybi, LL61 5TX</p> <p>Friday 04 November 1.30pm-7.30pm Tre-Ysgawen Hall, Capel Coch, LL77 7UR</p>	<p>Saturday 05 November 10am-4pm Rhosybol School Community Hall, LL68 9PP</p> <p>Saturday 12 November 10am-4pm Llanfechell Community School, LL68 0SA</p> <p>Tuesday 15 November 1.30pm-7.30pm Penrhyn Hall, Tan y Fynwent, Bangor, LL57 1NW</p>
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Digwyddiadau Cerbyd

Bydd tîm llai ar gael yng ngerbyd yr ymgynghoriad â gwybodaeth fanwl yn cynnwys sut y gallai'r llwybr edrych.

<p>Dydd Iau 27 Hydref 12pm-2.30pm Maes parcio Lôn Glascoed, Cemaes, LL67 0HN</p> <p>Dydd Sadwrn 29 Hydref 12pm-2.30pm Maes parcio Llys Menai, Ffordd y Flair, Porthaethwy, LL59 5QW</p> <p>Dydd Mawrth 01 Tachwedd 12pm-2.30pm Maes parcio Caffi Stesion y Llan, Llannerch-y-medd, LL71 8EU</p> <p>Dydd Iau 03 Tachwedd 12pm-2.30pm Maes parcio Lôn y Felin, Llangefni, LL77 7RT</p>	<p>Dydd Mawrth 06 Tachwedd 11am-1pm Tŷ Menai, Parc Menai, Bangor, LL57 4HJ</p> <p>Dydd Mawrth 08 Tachwedd 2.30pm-4.30pm Maes parcio Pringles, Llanfairpwll, LL61 5UJ</p> <p>Dydd Mercher 09 Tachwedd 12pm-2.30pm Maes parcio'r Co-op, Amlwch, LL68 9AL</p> <p>Dydd Iau 10 Tachwedd 12pm-2.30pm Maes parcio Lôn y Felin, Llangefni, LL77 7RT</p> <p>Dydd Gwener 11 Tachwedd, 12pm-2pm Maes parcio Tesco Extra, Bangor, LL57 4SU</p>
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Vehicle events

A smaller team will be available in our consultation vehicle, with detailed information including what the route could look like.

<p>Thursday 27 October 12pm-2.30pm Glascoed Road car park, Cemaes, LL67 0HN</p> <p>Saturday 29 October 12pm-2.30pm Llys Menai car park, Wood Street, Menai Bridge, LL59 5QW</p> <p>Tuesday 01 November 12pm-2.30pm Stesion y Llan Café car park, Llannerchymedd, LL71 8EU</p> <p>Thursday 03 November 12pm-2.30pm Mill Street car park, Llangefni, LL77 7RT</p>	<p>Tuesday 08 November 11am-1pm Tŷ Menai, Parc Menai Business Park, LL57 4HJ</p> <p>Tuesday 08 November 2.30pm-4.30pm Pringles car park, Llanfairpwll, LL61 5UJ</p> <p>Wednesday 09 November 12pm-2.30pm Co-op car park, Amlwch, LL68 9AL</p> <p>Thursday 10 November 12pm-2.30pm Mill Street car park, Llangefni, LL77 7RT</p> <p>Friday 11 November 12pm-2pm Tesco Extra car park, Bangor, LL57 4SU</p>
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Gwib-ddigwyddiadau

Bydd dau o'n tîm ar gael fel y gall pobl gasglu tipyn o wybodaeth.

<p>Dydd Mercher 02 Tachwedd 2pm-4.30pm Pontio, Prifysgol Bangor, LL57 2TQ</p> <p>Dydd Mercher 09 Tachwedd 5.30pm-7.30pm Galeri Caernarfon, Doc Fictoria, LL55 1SQ</p>	<p>Dydd Iau 10 Tachwedd 5pm-7.30pm Canolfan Hamdden David Hughes, Porthaethwy, LL59 5SS</p> <p>Dydd Gwener 11 Tachwedd 4pm-6.30pm Canolfan Hamdden Plas Arthur, Llangefni, LL77 7QX</p>
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Pop-up events

Two of our team will be available so people can pick up some information.

<p>Wednesday 02 November 2pm-4.30pm Pontio, Bangor University, LL57 2TQ</p> <p>Wednesday 09 November 5.30pm-7.30pm Galeri Caernarfon, Doc Fictoria, LL55 1SQ</p>	<p>Thursday 10 November 5pm-7.30pm David Hughes Leisure Centre, Menai Bridge, LL59 5SS</p> <p>Friday 11 November 4pm-6.30pm Plas Arthur Leisure Centre, Llangefni, LL77 7QX</p>
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Figure 10.7: Example of an advert placed to publicise the start of the Stage Three Consultation events

Prosiect Cysylltiad Gogledd Cymru

Ymgynghoriad yn cau'n fuan - 16 Rhagfyr 2016

Peidiwch â cholli'r cyfle i gynnig sylwadau am y cynlluniau manwl ar gyfer ail linell o beilonau ym Môn a Gogledd Gwynedd a thwnnel o dan Afon Menai.

Sut y gallwch ddweud eich dweud:

- Llenwi ffurflen ymateb ar-lein
- Anfon neges ebost atom neu ysgrifennu i'n cyfeiriad rhadbost
- Ein ffonio a gallwn bostio ffurflen ymateb atoch
- Cymryd ffurflen ymateb o un o'n canolfannau gwybodaeth yn yr ardal

Cewch wybod rhagor trwy fynd i www.cysylltiadgogleddcymru.com neu ffonio 0800 990 3567

Mae'n debygol mai hwn fydd ein hymgyngoriad olaf ar y cysylltiad cyfan ac felly mae'n bwysig iawn eich bod yn cymryd rhan fel y gallwn ystyried eich barn.

nationalgrid

North Wales Connection Project

Consultation closing soon - 16 December 2016

Don't miss your opportunity to comment on detailed plans for a second line of pylons in Anglesey and North Gwynedd and a tunnel at the Menai Strait.

How you can have your say:

- Fill out a feedback form online
- Send us an email or write to our freepost address
- Give us a call and we can post you a feedback form
- Pick up a feedback form from one of our information points in the area

Find out more at www.northwalesconnection.com or call on 0800 990 3567

This is likely to be our last consultation on the whole connection so it's really important you take part so your views can be considered.

Figure 10.8: Example of an advert placed to raise awareness that there were three weeks to go until the close of the Stage Three Consultation

10.5.125 Digital adverts appeared on the websites of the North Wales Chronicle, Daily Post and Golwg 360 throughout the consultation period. These were updated in the same manner as print adverts.

10.5.126 These digital adverts linked to the Project website and received 632 'click-throughs':

Location of digital adverts	Number of 'click-throughs' received
North Wales Chronicle	54
Daily Post	290
Golwg 360	288

“Press releases and media outreach – we will issue press releases to a broad range of local and regional media highlighting upcoming consultation milestones (e.g. consultation launch, a week before the end of the consultation). This will include local newspapers, Papurau Bro (community newspapers), TV and radio stations.”

10.5.127 National Grid issued press releases at several stages during the consultation to support the advertising campaign: consultation launch, final week of events, two weeks of the consultation to go and one week of the consultation to go.

10.5.128 These were sent to:

- Caernarfon & Denbigh Herald/Holyhead and Anglesey Mail
- Cambrian News
- Daily Post (Wales)
- Mail Series (Bangor & Holyhead)
- North Wales Pioneer
- News North Wales
- North Wales Chronicle

- North Wales Weekly News
- Wales on Sunday
- Denbighshire Free Press
- Heart FM North Wales
- MônFM
- BBC Wales
- Golwg

10.5.129 The Project was covered in a number of local newspapers during the campaign (examples of which are provided in **Appendix 41** to this report) and Project press releases appeared on IACC and Gwynedd Council websites. Furthermore, the Project's first consultation event was covered in a BBC Radio Wales report (27 October 2016) as well as appearing in a BBC Wales TV report on 12 December 2016.

“Posters – posters publicising the consultation dates and event locations have been provided to community and town councils and venues (such as village halls) to display. Welsh and English language posters have been produced.”

10.5.130 Posters advertising the consultation were sent to all town and community councils in the Project area, as well as a number of local businesses and tourism locations. Isle of Anglesey County Council also requested a number of posters for different departments and this request was accommodated. Welsh and English versions of the poster were developed.

10.5.131 The poster included details of the Stage Three Consultation, consultation events and how to take part; an example is provided in **Figure 10.9**.

Families welcome!
Children's area at our community events

nationalgrid

Consultation now open: 5 October to 16 December 2016

Come to our events!

Your opportunity to comment on detailed plans for a second line of pylons in Anglesey and North Gwynedd and a tunnel at the Menai Strait. We look forward to seeing you there.

- Ask our team questions
- Visualisations of how the second connection could look
- 3D computer model of the whole route
- Plans and maps
- 3D drive through of different roads along the route
- Technical documents to view

Find out more at www.northwalesconnection.com or call on 0800 990 3567

This is likely to be our last consultation on the whole connection so it's really important you take part so your views can be considered.

Community events

A large team from the project will be available, with detailed information including what the route could look like.

<p>Wednesday 26 October 1.30pm-7.30pm Talwrn Village Hall, LL77 7ST</p> <p>Friday 28 October 1.30pm-7.30pm Llanfairpwll Primary School, Ffordd Caergybi, LL61 5TX</p> <p>Friday 04 November 1.30pm-7.30pm Tre-Ysgawen Hall, Capel Coch, LL77 7UR</p>	<p>Saturday 05 November 10am-4pm Rhosybol School Community Hall, LL68 9PP</p> <p>Saturday 12 November 10am-4pm Llanfechell Community School, LL68 0SA</p> <p>Tuesday 15 November 1.30pm-7.30pm Penrhyn Hall, Tan y Fynwent, Bangor, LL57 1NW</p>
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Vehicle events

A smaller team will be available in our consultation vehicle, with detailed information including what the route could look like.

Thursday 27 October, 12pm-2.30pm
Glascoed Road car park, Cemaes,
LL67 0HN

Saturday 29 October, 12pm-2.30pm
Llys Menai car park, Wood Street,
Menai Bridge, LL59 5QW

Tuesday 01 November, 12pm-2.30pm
Stesion y Llan Café car park,
Llanerchymedd, LL71 8EU

Thursday 03 November, 12pm-2.30pm
Mill Street car park, Llangefni, LL77 7RT

Tuesday 08 November, 11am-1pm
Tŷ Menai, Parc Menai Business Park,
LL57 4HJ

Tuesday 08 November, 2.30pm-4.30pm
Pringles car park, Llanfairpwll, LL61 5UJ

Wednesday 09 November, 12pm-2.30pm
Co-op car park, Amlwch, LL68 9AL

Thursday 10 November, 12pm-2.30pm
Mill Street car park, Llangefni, LL77 7RT

Friday 11 November, 12pm-2pm
Tesco Extra car park, Bangor, LL57 4SU

Pop-up events

Two of our team will be available so people can pick up some information.

<p>Wednesday 02 November 2pm-4.30pm Pontio, Bangor University, LL57 2TQ</p> <p>Wednesday 09 November 5.30pm-7.30pm Galeri Caernarfon, Doc Fictoria, LL55 1SQ</p>	<p>Thursday 10 November 5pm-7.30pm David Hughes Leisure Centre, Menai Bridge, LL59 5SS</p> <p>Friday 11 November 4pm-6.30pm Plas Arthur Leisure Centre, Llangefni, LL77 7QX</p>
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Figure 10.9: Example Stage Three Consultation poster

“Text alerts – everyone registered to our text service will receive alerts in Welsh and English. The text alerts will provide consultation reminders, venue dates and other alerts to registered users. People can register with us by texting NGCYM to 80800.”

10.5.132 The Project text message service has been in place since Stage Two and has 13 subscribers.

10.5.133 During the Stage Three Consultation, text messages were issued at consultation launch, the final week of events, with two weeks to go and at the close of consultation. These were issued in Welsh and English.

“Email to website subscribers – everyone who has registered to receive our email updates will receive emails in Welsh and English. The emails provide consultation details and links to materials, date reminders, venue dates and other alerts. People can register for email updates on our website www.northwalesconnection.com.”

10.5.134 Members of the public have been able to register for updates on the Project website since the Stage One Consultation in 2012. The Project had 273 subscribers at the start of the Stage Three Consultation in October 2016.

10.5.135 Subscriber emails were issued at consultation launch, the final week of events, with two weeks to go and at the close of consultation. The emails contained updates on the Projects, key dates as well as links to relevant information on the Project website.

10.5.136 Emails were sent in Welsh and English.

“Twitter – details of the consultation, where to find out information, event dates and details will be tweeted frequently from the Project’s twitter account @NGNorthWales.”

10.5.137 Use of Twitter during the Stage Three Consultation is described under the section on ‘Use of Social Media’ above. A reference is included here to mirror the content of Section 3.6 of the SoCC.

Technical reports

“We have produced a range of technical documents to explain our proposals. These are detailed planning documents written by specialists to explain the decisions made and how technical assessments have informed these decisions. Due to the nature of these documents they will be available in English only.

These documents are available on our website, at reference locations and events (described above) and on USB memory stick.

These technical reports include:

- **Preliminary Environmental Information Report (PEIR):** *our proposals are classified as an Environmental Impact Assessment development, under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended). This means we need to prepare an environmental statement alongside our DCO application.*

We’ve already collected a large amount of information about the likely environmental effects of our proposals. This information will be presented in a Preliminary Environmental Information Report (PEIR). This report will present our initial assessments of the nature and extent of the likely environmental effects of our proposals.

- **Preferred Route Option Selection Report:** *to explain the selection of the preferred Route Option.*
- **Draft Route Alignment Report:** *to explain the selection of the preferred route alignment.*

- **Menai Strait Crossing Report:** *to explain the options considered for crossing the Menai Strait, the options assessment undertaken and the selection of the preferred option. This will include information on siting of sealing end compounds and other supporting works required for the transitions from overhead to underground, together with the two sections of overhead line that link to the sealing end compounds.*

- 10.5.138 The technical reports contain robust, high-level detail about specific technical aspects of the Project. These were made available at reference locations, on the Project website, on the Project USB memory stick and at community and vehicle events. In addition to those listed in the SoCC, a Strategic Options Report Update (2016) (**Document 9.8.3**) and a Project Need Case (2016) (**Document 9.7.3**) were also published and feedback on these reports was also welcome.
- 10.5.139 The availability of the documents was advertised in the Project Newsletter and Overview document, to ensure members of the public were aware of them and where to find copies.

Hard-to-reach groups

- 10.5.140 The SoCC stated:

“We’ve worked hard to ensure our consultation is accessible and this has played an important role in planning our activities. The locations, dates and times of our events have been chosen to allow a broad range of people to attend.

We’re holding outreach events to enable those groups that may not have the time – such as those in full-time employment or with young families – to take part in the consultation as they go about their day-to-day activities.

The Project website has a full range of project documents and supporting films/images, as well as an online feedback form. The website has been designed to ensure that those who may not be able to attend an event can still take part in the consultation.”

- 10.5.141 As detailed under the Section on ‘Events, information and reference locations’ above, ensuring local people could engage with the consultation while they went about their day-to-day activities was a core element in the design of the consultation.
- 10.5.142 The Project website was developed to ensure that anybody could take part in the consultation without having previously attended a consultation event or needing to do so. Additionally, the types, locations and times of the consultation events were designed to maximise opportunity to attend – such as being held at lunchtimes and after working hours.

Other hard-to-reach groups

- 10.5.143 The SoCC stated:

“We also recognise that some individuals or groups may have specific requirements for taking part in the consultation. We have worked with Isle of Anglesey County Council and Gwynedd Council to identify organisations that represent these individuals.

We have written to these organisations with information on the proposals and how to take part. We will ask if they would welcome specific consultation activities for their members in addition to our already planned activities. Requests for any specific activities will be planned and agreed with the requesting organisation in order that it best meets the needs of their members.

All of our community materials will be produced in large print and we will provide an audio commentary of our Project Newsletter in conjunction with the RNIB and distribute this to their members.”

- 10.5.144 The Project worked with IACC and Gwynedd Council to develop a list of organisations that represented hard-to-reach groups in the area. A full list of the hard-to-reach groups

consulted is available in Appendix 7.1 of the SoCC, a copy of which is contained in **Appendix 32** to this report.

- 10.5.145 These groups were approached as ‘gatekeeper’ organisations, as representatives of their members who could inform or advise on any additional requirements their members might have. They were provided with information at the launch of consultation (5 October 2016) and invited to get in touch with the community relations team if they felt their members needed any additional support to engage with the Project. No requests were received.
- 10.5.146 Consistent with the Stage One and Stage Two Consultations, an audio newsletter was developed in conjunction with the Royal National Institute of Blind People Cymru (RNIB). The RNIB distributed to members in North Wales.
- 10.5.147 Large print versions of all community materials were available on the Project website and on request from the community relations team.

Visitors to the area and tourists

- 10.5.148 The SoCC stated:

“We will approach the local tourist information points to hold information on the consultation. This could be an information point, posters, a supply of materials or a combination of any of these. Details will be agreed with each location in line with their requirements and the space available.

We will also write to relevant businesses (such as visitor attractions, hotels, guesthouses and caravan parks in the consultation zone) with details of the consultation and how to take part. We will ask if they are willing to hold a range of consultation materials (such as newsletters and posters) for visitors to view during the consultation. The volume and type of materials would be agreed with each business according to their requirements.”

- 10.5.149 Information was provided to the Tourist Information Centre in Caernarfon at the launch of consultation. As Anglesey does not have Tourist Information Centres, IACC advised a number of locations that operate as informal Tourism Information Points and these were sent information at the start of consultation.
- 10.5.150 Additionally, a list of tourism businesses, pubs and cafes was developed who were issued with a Project Newsletter and consultation poster at the start of consultation and requested to display these for their visitors. No requests for further materials were received.

Requests for documents

- 10.5.151 The SoCC stated:

“We are happy to respond to reasonable requests from consultees for further copies of documents. Copies of the documents, plans, maps and Preliminary Environmental Information Report will be available free of charge from National Grid in digital format on a USB memory stick. Requests for hard copies will be reviewed on a case-by-case basis. A reasonable copying charge may apply (up to a maximum of £500 for one full suite of documents) to be paid for by the recipient in advance.”

- 10.5.152 A small number of requests were received for large scale maps or community materials and these were accommodated. A large number of people also took USB memory sticks away from community events and these proved a useful way of distributing Project materials.
- 10.5.153 No requests for full sets of technical documents were received from members of the community.

Other developers' consultations

10.5.154 The SoCC stated:

“A number of other organisations are developing proposals in the area including Horizon Nuclear Power, Greenwire onshore and Codling Park off shore wind farms. We are aware that Horizon Nuclear Power is consulting from 31 August to 25 October and that there will be some overlap with our consultation. We will work closely with Horizon to ensure that the two consultations are co-ordinated and the scope and context of each is clear to members of the public. To support this, based on the dates above, we will:

- Have headline information about Horizon’s consultation available at events and signposted in our consultation materials and online, explaining how people can find out more and take part in Horizon’s consultation*
- We will only start events after Horizon’s consultation has closed*
- We will seek to avoid running press releases and adverts at the same time as Horizon and will advise them of key dates in our consultation*
- Ensure any feedback on Horizon’s proposals that is submitted to our project is passed on to their community relations team.”*

10.5.155 National Grid took reasonable steps to avoid any clashes with Horizon Nuclear Power’s consultation, including those set out below, and no feedback obviously intended for Horizon Nuclear Power was submitted to National Grid:

- The Project’s first event was held on 26 October 2016 – after the end of Horizon Nuclear Power’s consultation on 25 October 2016.
- The Project Newsletter and Overview document highlighted Horizon Nuclear Power’s consultation and explained this was separate to the National Grid consultation, where more information on that could be found, and the consultation dates. Where considered appropriate, National Grid attended Horizon Nuclear Power events, and Horizon Nuclear Power attended National Grid events, to ensure questions could be answered. This was advertised in the newsletters for both projects.
- Additionally, National Grid worked with Horizon Nuclear Power to develop a joint timeline that explained how the two projects interact. This appeared on the Project website and in the overview document.

10.6 Summary

10.6.1 Accordingly, as described above, National Grid carried out the statutory Stage Three Consultation in accordance with all of the proposals which it had set out in the SoCC, as required under section 47(7) of the Act.

11. SECTION 47 CONSULTATION WITH THE LOCAL COMMUNITY (INCLUDING NON-PREScribed ORGANISATIONS)

11.1 Introduction

- 11.1.1 This chapter summarises feedback provided by members of the public and organisations which are not classified as prescribed consultees under the Planning Act 2008, and explains how National Grid has had regard to the consultation responses received.
- 11.1.2 As described in **Section 7.5** of this report, feedback from non-prescribed organisations has been presented in tabular format (**Section 11.2**), with feedback from members of the public presented through the use of paragraphs, followed by a text box that contains an explanation of how National Grid had regard to the feedback received (**Sections 11.3 to 11.15**).
- 11.1.3 Members of the public include all individuals who responded to the Stage Three Consultation, Members of Parliament (MPs) (who are expressing their own views) and organised campaign responses.
- 11.1.4 **Section 11.3** summarises comments which do not relate to a particular section of the route or where a particular section has not been specified. These comments relate either to the route overall or to the principles behind the Project, alternatives considered or route selection.
- 11.1.5 **Sections 11.4 to 11.15** discuss feedback received in relation to the whole route (Section 11.4), and each of the sections of the proposed route in turn i.e. Sections A, B, C, D, E, and F (on Anglesey and in Gwynedd), the tunnel under the Menai Strait and the sealing end compounds. Finally, **Section 11.16** summarises feedback received on the consultation process.

11.2 Feedback received from non-prescribed organisations

- 11.2.1 Responses to the statutory Stage Three Consultation were received from 14 organisations that do not fall within the classification of prescribed consultees under the Planning Act 2008. These are organisations such as specialist bodies, businesses and local community groups.
- 11.2.2 Feedback was received from the following organisations, which is detailed in the table indicated, together with an explanation of how National Grid had regard to the feedback received:

Campaign for the Protection of Rural Wales (Anglesey Branch)	Table 11.1
Campaign for the Protection of Rural Wales (Caernarfonshire Branch)	Table 11.2
Campaign for the Protection of Rural Wales (Conwy Branch)	Table 11.3
Grwp Llandrillo Menai	Table 11.4
Menai Science Park (M-SParc)	Table 11.5
Ministry of Defence	Table 11.6
National Farmers Union (NFU) Cymru	Table 11.7
National Trust	Table 11.8

North Wales Wildlife Trust	Table 11.9
Orthios Group Holdings Ltd	Table 11.10
People against Wylfa B (PAWB)	Table 11.11
The Royal Society for the Protection of Birds	Table 11.12
The Snowdonia Society	Table 11.13
The Woodland Trust Wales *	N/A

* Consultation feedback received from The Woodland Trust noted a change of postal address for the organisation only. No feedback on the Project itself was received.

Table 11.1: Campaign for the Protection of Rural Wales (Anglesey Branch)

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation process				
<i>Process</i>	Challenges	<p>The Anglesey Branch of the Campaign for the Protection of Rural Wales (CPRW) argues that National Grid has manipulated the consultation process and is operating as a monopoly business with respect to this infrastructure by failing to address objections and concerns and by not providing an opportunity to respondents to influence plans beyond minor changes.</p> <p>The stakeholder also feels that National Grid has been selective in the extent to which previous consultation responses have been publicised.</p> <p>They call on National Grid to make funding available to local councils to enable them to properly consider the proposals.</p>	N/A	<p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area.</p> <ul style="list-style-type: none"> • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid's statutory obligations.</p> <p>Through the published community documents and technical reports, including this Consultation Report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p> <p>National Grid provides funding to both IACC and Gwynedd Council through a planning performance agreement to assist both authorities in the appropriate resourcing to respond to consultations and requests</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>for information by National Grid in a timely manner.</p> <p>Through the planning performance agreement, National Grid funded a workshop for affected town and community councils to provide specialist advice on the NSIP process and how to engage effectively. This workshop, organised by IACC and Gwynedd Council, was held on 20 October 2016, to ensure that sufficient time was available after the briefing for the town and community councils to draft their responses to the Stage Three Consultation. Feedback was received from 19 town and community councils.</p>
<i>Scope of the consultation</i>	Comments on the scope	The stakeholder feels that National Grid should have worked with members of the local community and stakeholders earlier to find a solution to the technical challenges to a subsea connection.	N/A	<p>National Grid continues to research high voltage direct current (HVDC) developments for this and other connections, and was doing so prior to the North Wales Connection Project commencing. At each stage of the Project, National Grid has updated its assessments to reflect the current status of this technology and its application on the network.</p> <p>National Grid continues to monitor and support technological advances and support in electricity transmission, working closely with suppliers around the globe and seek to innovate and apply technological advances wherever possible. However, significant technological challenges remain with the HVDC alternatives for the North Wales Connection Project.</p> <p>Further information is provided in the Strategic Options Report (Document 7.2).</p>
<i>Information</i>	Comments on the	The stakeholder states that current plans contain insufficient detail, including specific	N/A	Level of information provided

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	provided information	<p>reference to the EIA and pylon height / screening.</p> <p>They also note that various pieces of information presented in the plans is misleading (e.g. overland route as most efficient, subsea too technically challenging), visualisations are inaccurate and previous consultation input has been selectively presented.</p>		<p>National Grid provided a Preliminary Environmental Information Report (PEIR) as part of the statutory Stage Three Consultation. Preliminary Environmental Information is defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) as: <i>“information referred to in Part 1 of Schedule 4 which (a) has been compiled by the applicant; and (b) is reasonably required to assess the environmental effects of the development (and of any associated development).”</i></p> <p>In line with PINS Advice Note 7 (March 2015), National Grid used professional judgement to determine the level of detail and type of the PEIR taking account of the:</p> <ul style="list-style-type: none"> • <i>“stage in the design process the consultation was carried out;</i> • <i>the target audience; and</i> • <i>the complexity of the proposed development and the receiving environment”.</i> <p>PINS Advice Note 7 (March 2015) also sets out that the PEIR is not expected to replicate or be a draft of the Environmental Statement.</p> <p>In compliance with the above, National Grid ensured that the PEIR contained sufficient information to enable both technical and non-technical consultees to develop an informed view of the likely significant environmental effects of the proposed development and to provide detailed comments on the design and mitigation proposed, as appropriate for that stage.</p> <p>To aid engagement by the public, the PEIR was</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>presented by section of the route to allow readers to focus on potential effects in geographical areas. Chapter 21 of the PEIR provided a summary of the environmental baseline and potential effects by section of the route, and a non-technical summary of the PEIR was also published.</p> <p>Other information presented by National Grid for the statutory Stage Three Consultation included detailed plans of the Project and technical reports detailing the work undertaken to develop the proposed connection:</p> <ul style="list-style-type: none"> • Pylon heights were set out in the Draft Route Alignment Report (2016) and in the Overview document (Appendix 24 to this report); and • Screening proposals were described in the Project Newsletter (Appendix 23 to this report) and Overview document, with areas proposed for landscape mitigation show on the Consultation Plans. <p>The Strategic Options Report (2015) and Strategic Options Report Update (2016) provided accurate information on the consideration of strategic options including the proposed connection and subsea alternatives.</p> <p>In response to the information presented, including the PEIR, useful and meaningful feedback was received from both technical and non-technical consultees on the development of the Project as well as potential environmental effects and possible mitigation measures, which has further informed production of the Project's ES.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p> <p>Consideration of subsea connections</p> <p>Subsea connection options for Wylfa Newydd present technical and cost challenges.</p> <p>In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.</p> <p>A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.</p> <p>In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.</p> <p>As part of its ongoing back-check National Grid has updated its Strategic Options Report (Document 7.2), which provides details of the strategic options considered, including subsea connections, and the reasons for selecting the preferred option.</p> <p>Visualisations</p> <p>Visualisations of the proposed connection in the form of photomontages were provided as part of Chapter 7 of the PEIR. All photography and data collection for photomontages was undertaken in accordance with the Landscape Institute's Advice Note 01/11 'Photography and Photomontage in Landscape and Visual Assessment' and Scottish Natural Heritage's 'Visual Representation of Wind Farms Version 2.1'. Whilst the latter is specifically intended for use in relation to wind farms, it is widely accepted as being applicable to other large scale vertical infrastructure such as pylons. The Landscape Institute Advice Note 01/11 strongly advises members to follow this document where applicable in preference to any other guidance or methodology.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>A 3D model was produced comprising a digital visualisation of the proposals consulted on at the Stage Three Consultation. The purpose was to illustrate what the proposals would look like in the landscape and allowing people to see them from different viewpoints. This was available at the community events and consultation vehicle events (due to the specialist equipment needed to run it), with virtual reality headsets showing videos from the model available at all consultation events. The 3D model enabled people to see what the connection could look like along the entirety of the route. It was developed using accurate landform, topography and equipment data, with computer generated aspects of the local environment to aid the orientation of the user. All appropriate endeavours were made to make the 3D model as accurate as practicable.</p> <p>Presentation of previous consultation comments</p> <p>The Overview document produced for the Stage Three Consultation set out summaries of feedback from previous rounds of consultation, including comments challenging the proposals and National Grid's work. National Grid considers that the examples provided are representative of the feedback received.</p> <p>Details of the feedback received to the Stage One and Stage Two Consultations and how National Grid had regard to the comments made were published in the Stage One and Stage Two Consultation Feedback Reports (Appendices 2 and 11 to this report), available on the Project website and as part of the suite of hard copy consultation documents available</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				during the Stage Two and Stage Three Consultations respectively.
Strategic options				
<i>Prefer subsea</i>	Reasons for preferring a subsea connection	<p>CPRW (Anglesey) expresses its preference for a subsea connection, stating that this route would be shorter and more efficient than an overhead line.</p> <p>In support of their view, they note that National Grid has used or presented a preference for subsea connectors elsewhere in Europe and should show the same consideration towards Anglesey.</p>	No	<p>Subsea</p> <p>Subsea connection options for Wylfa Newydd present technical and cost challenges.</p> <p>In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.</p> <p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (Document 7.2).</p> <p>A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.</p> <p>In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.</p> <p>Other subsea links</p> <p>The purpose of the subsea connectors that connect the British transmission system with continental</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				Europe differs from that of the North Wales Connection Project. Such international connections link to independently operated transmission systems and not a single power station. As such, the technical requirements differ. More information is set out in the Strategic Options Report (Document 7.2), which also includes information on the cost of alternative strategic options such as subsea.
Wylfa substation and the overhead line on Anglesey				
All parts				
<i>Support and Opposition (explicit)</i>	Oppose overhead line	CPRW (Anglesey) objects to plans to erect more pylons and overhead cables on the island and adds that these proposals erode the local support for Wylfa Newydd.	No	<p>As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>Where possible potential effects on communities and residents have been reduced through careful routing and design. National Grid has sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>Alternative approaches (routeing, underground)</i>	Underground existing pylons	They call on National Grid to remove the existing pylons.	No	<p>Both the existing overhead line and the new connection are required for Wylfa Newydd power station. The National Electricity Transmission System Security and Quality of Supply Standards (SQSS) define the minimum standards that must be applied when planning and operating the electricity transmission system in the UK. It states that following the concurrent fault outage of any two transmission circuits (e.g. the two existing circuits between Wylfa and Pentir) the loss of power infeed shall not exceed 1.8GW. This is in order to safeguard the reliable operation of the grid system. Given that the proposed Wylfa Newydd power station has a capacity of 2.8GW, additional circuits would therefore be needed to comply with the SQSS and National Grid's duties under the Electricity Act.</p> <p>This is why the existing line needs to be retained. The need for the Project is set out in more detail in National Grid's updated Project Need Case (Document 7.1).</p> <p>However, as part of the project proposal, it is possible that a number of lattice pylons and wood poles carrying local overhead lines will be removed, which would reduce the potential effects of the Project.</p>
<i>Environment</i>	Impact on views / landscape	CPRW (Anglesey) argues that current plans (with specific reference to pylons), would negatively impact Anglesey's unique and internationally recognised landscape. They add that National Grid has taken no account of the UNESCO Global Geopark landscape designation and Ynys Môn Local Plan	N/A	<p>Much of the overhead line element of the Project has been planned to form a coherent appearance with the existing overhead line (as per guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routeing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		<p>(specifically policy 31) regarding landscape protection.</p> <p>They add that no economic benefit could compensate for the plans' environmental impacts.</p>		<p>lines across Anglesey.</p> <p>The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals. More information of how public and stakeholder feedback has informed the proposals is set out Chapters 5, 6, 8, 9 and 11 of this report, with information also provided in the Wylfa-Pentir Preferred Route Corridor Selection Report (Document 9.2), the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area Document 9.4), and Menai Strait Crossing Report (Document 9.6).</p> <p>Consideration of Planning Policy Wales and Technical Advice Note 12</p> <p>National Grid has assessed the proposals against national and local planning policy, including Planning Policy Wales and Technical Advice Note 12: Design (March 2016), throughout the design process. A planning policy assessment is provided in the Planning Statement (Document 7.14), submitted as part of the DCO application.</p> <p>The design of the Project has given due consideration to the Joint Local Development Plan and the adopted Special Landscape Areas (SLAs), including the associated evidence base for the Plan set out in the 'Review of Special Landscape Areas in Gwynedd and Anglesey (Dec 2012)'.</p> <p>It is noted that the 2012 study undertook a thorough review of the evidence available to inform the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>continued designation of SLAs and as a result identifies geographically discrete parts of Anglesey as worthy of having SLA status (as opposed to the majority the Island).</p> <p>The landscape assessment provided in Chapter 7 of the ES (Document 5.7) includes an assessment of the effects on SLAs.</p> <p>When designing new connections National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. National Grid has considered and assessed the use of technological alternatives to overhead lines and has concluded that an overhead line and tunnel in the Menai Strait area is the preferred option.</p> <p>UNESCO Geopark designation</p> <p>National Grid has considered geology where appropriate throughout the development of the Project, including the UNESCO Geopark designation. National Grid has identified the geological sites of special scientific interest across the project area and taken these into account during the project design process. Anglesey is designated as a Geopark with the large majority of the geosites and geological features located on the coast. All designated geological sites have been avoided through careful routeing. The UNESCO Geopark designation is considered in the geology, hydrogeology and ground conditions chapter of the ES (Chapter 11, Document</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				5.11).
<i>Socio-economic impact</i>	Impact on properties / residents	CPRW (Anglesey) is concerned that the proposals would have a detrimental impact on the entire County, impacting residents' social well-being for many generations.	N/A	<p>National Grid recognises the concerns of residents that the Project could affect their quality of life.</p> <p>Socio-economic assessment</p> <p>The socio-economics chapter of the ES (Document 5.17) considers social effects at a community level. A qualitative assessment of severance has been completed, based on the location of physical assets / infrastructure in relation to community facilities and the populations they serve. A qualitative assessment of amenity has also been completed, based on the combination of air quality, noise, visual and traffic and transport effects on local communities.</p> <p>The conclusions of this assessment are provided in Document 5.17 of the DCO application.</p> <p>Well-being Report</p> <p>National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report (Document 5.27).</p> <p>The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.</p>
	Impact on business / tourism	They add that the proposals would damage the local economy by affecting the tourism industry.	N/A	<p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>

Table 11.2: Campaign for the Protection of Rural Wales (Caernarfonshire Branch)

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation process				
<i>More</i>	Construction	Requests clarification on how spoil from the	N/A	An Outline Waste Management Plan (OWMP)

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>information requested</i>	phase	tunnel construction would be transported and disposed of.		<p>(Document 7.11) has been produced; this considers potential destinations for arisings and has been the subject of discussions at meetings with North Wales Minerals and Waste Planning Service, IACC, Gwynedd Council and NRW, as well as Horizon Nuclear Power.</p> <p>In addition to the OWMP, an Outline Materials Management Plan (OMMP) has been produced as part of the DCO application (Document 7.12) which will ensure that materials and arisings generated by the construction works would not be classified as a waste for disposal where possible.</p> <p>For example, tunnel arisings will be treated and sorted at the tunnel head compound prior to leaving site for recycling and re-use where possible. Materials used in haul road and pad construction will be excavated on completion and recycled for future use where possible.</p> <p>Within the OWMP, potential facilities and sites have been identified on Anglesey and in North Wales for the recovery, recycling and disposal of tunnel spoil. These sites include existing quarries and landfills with permits for recycling material.</p> <p>National Grid will work with the North Wales Minerals and Waste Planning Service, NRW, Welsh Government, IACC and Gwynedd Council to explore opportunities for recycling aggregate as the Project progresses and as and when any new options arise.</p> <p>The removal of spoil and movements of heavy goods vehicles (HGV) / medium goods vehicles (MGV) are considered in the traffic and transport chapter of the</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>ES (Document 5.13), supported by a Transport Assessment report (Document 5.13.2.1) and an Outline Construction Traffic Management Plan (Document 7.5). These documents consider the likely significant effects of the Project on road safety.</p> <p>The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.</p>
Strategic options				
<i>Prefer subsea</i>	Reasons for supporting a subsea connection	In the context of its opposition to overhead lines, CPRW (Caernarfonshire) states its preference for a subsea connection or at least a fully underground connection.	No	<p>Subsea</p> <p>Subsea connection options for Wylfa Newydd present technical and cost challenges.</p> <p>In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p> <p>Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (Document 7.2).</p> <p>A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.</p> <p>In view of all of the above factors, National Grid</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2), which provides details of the strategic options considered, including subsea connections, and the reasons for selecting the preferred option.</p> <p>Undergrounding</p> <p>When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.
Wylfa substation and the overhead line on Anglesey				
All parts				
<i>Environment</i>	Impact on views / landscape	Notwithstanding their opposition to overhead lines, CPRW (Caernarfonshire) notes that by aligning the new and old lines, the potential visual impact would not be spread into new, currently unaffected areas.	N/A	National Grid notes the comment from the Caernarfonshire branch of CPRW. National Grid considers that keeping the two lines closely parallel for much of the route reduced the geographical extent of effects from overhead transmission lines. This approach was supported in consultation feedback from the Stage One Consultation, which indicated a preference for keeping the connections parallel. This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey to areas currently unaffected by 400kv overhead line infrastructure.
The tunnel underneath the Menai Strait and related equipment				
All parts				
<i>Support and Opposition (explicit)</i>	Support proposals	CPRW (Caernarfonshire) recognises the proposed undergrounding at Menai Strait as an effort to mitigate visual and environmental impacts and welcomes the proposals.	N/A	National Grid notes the comment from the Caernarfonshire branch of CPRW.

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
Sealing end compounds				
<i>Anglesey SEC</i>	Environment – minimum impact	<p>CPRW (Caernarfonshire) notes that the proposed site is generally acceptable in terms of wider landscape impact.</p> <p>The main issue for CPRW (Caernarfonshire) is the appearance and visibility of the Anglesey CSEC. The stakeholder suggests measures to reduce their impact and assess the effects. These are:</p> <ul style="list-style-type: none"> • Close attention to be paid to the design of the CSEC. • Planting of intensive belts of fast growing trees to screen the site. • Production of visualisations from vantage points as part of a formal Landscape Impact Assessment. • Use of lower height pylons to limit the impact of connecting overhead cables. 	Yes	<p>National Grid notes the comment from the Caernarfonshire branch of CPRW that the proposed site for the Anglesey sealing end compound is generally acceptable in terms of wider landscape impact.</p> <p>Design of the tunnel head house</p> <p>The tunnel head house will be designed with consideration of the local environment, seeking to use materials that aid integration of the development into the local landscape.</p> <p>The Landscape and Visual Impact Assessment undertaken as part of the EIA considers the effects of the tunnel head houses and identifies required mitigation. The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant short and long term visual effects is contained in Chapter 8 of the ES (Document 5.8).</p> <p>Screen planting</p> <p>National Grid’s approach to mitigation and enhancement is defined as:</p> <ul style="list-style-type: none"> • Mitigation by design; • Control and management measures; • Mitigation measures; and • Enhancement.

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>The design of the Project is explained within the Design Report (Document 7.17), including the use of low height pylons where appropriate. Control and management measures are set out in the CEMP (Document 7.4) and considered within the EIA.</p> <p>All mitigation measures set out in the ES are also provided in the Schedule of Mitigation (Document 5.28). This includes the replanting and management of the Gylched Covert and the woodland around Pentir substation. In addition, details of new planting proposed around the two tunnel head houses and sealing end compounds are provided in the landscape assessment chapter of the ES (Document 5.7) and illustrated in Documents 5.7.1.12 to 5.7.1.16.</p> <p>Enhancement opportunities are set out in the Enhancement Strategy, which has been submitted as part of the DCO application (Document 7.13). This covers further measures such as voluntary boundary planting which could provide benefits to individual properties.</p> <p>Photomontage visualisations</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. Viewpoints have been selected to illustrate effects and certain viewpoints have been chosen as photomontage locations to further demonstrate the effects.</p> <p>The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant short and long term visual effects is contained in Chapter 8 of the ES (Document 5.8),</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>both chapters also include consideration of likely significant cumulative effects.</p> <p>Low height pylons</p> <p>Where the use of low height lattice pylons is considered to have benefits from the environmental and socio-economic perspectives, these have been proposed; specifically in the approaches to the two sealing end compounds.</p> <p>Considerations in respect of pylon design are detailed further in the Draft Route Alignment Report Wylfa to the Menai Crossing Area (Document 9.5) and in the Design Report (Document 7.17).</p>
<i>Gwynedd SEC</i>	Environment – minimum impact	<p>CPRW (Caernarfonshire) notes that the proposed site is generally acceptable in terms of wider landscape impact.</p> <p>The main issue for CPRW (Caernarfonshire) is the appearance and visibility of the Gwynedd CSEC. The stakeholder suggests measures to reduce their impact and assess the effects. These are:</p> <ul style="list-style-type: none"> • Close attention to be paid to the design of the CSEC. • Planting of intensive belts of fast growing trees to screen the site. • Production of visualisations from vantage points as part of a formal Landscape Impact Assessment. • Use of lower height pylons to limit the 	Yes	<p>National Grid notes the comment from the Caernarfonshire branch of CPRW that the proposed site for the Gwynedd sealing end compound is generally acceptable in terms of wider landscape impact.</p> <p>Following the receipt of consultation feedback and further assessment work, National Grid has worked to lower the overall height of the equipment and buildings within the Gwynedd tunnel head house compound. The proposed building height is now lower than that originally proposed and National Grid is proposing to cut the compound into the hill side so as to further reduce the apparent height.</p> <p>National Grid has developed a Design Guide for the Proposed Tunnel Head Houses and Permanent Site Landscaping (Document 7.19), which sets out the key design principles for the tunnel head houses and surrounding landscaping, including materials, palette</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		impact of connecting overhead cables.		and built form. National Grid has also developed a proposal for re-profiling and landscaping that would also help to screen the operation site in the longer term. Details of the planting proposed can be found in the landscape assessment chapter of the ES (Document 5.7) and illustrated in Documents 5.7.1.12 to 5.7.1.16 . National Grid's response to the measures listed in the bullet points is provided in the response immediately above.
North Gwynedd and Pentir substation				
<i>Alternative approaches (routeing, underground)</i>	Alternative routeing suggested	<p>CPRW (Caernarfonshire) argues that the four pylons between the SEC and Pentir substation would further blight the area of the Dinorwig Landscape of Outstanding Historic Interest.</p> <p>CPRW (Caernarfonshire) understands why the new cables could not use the Pont Britannia, but ask National Grid to consider diverting the existing overhead cables at Pont Britannia and combining them with the new cables under the Menai Strait to reduce the overall impact. They also note that if the third Menai crossing being considered by the Welsh Government goes ahead, then the routeing of the cables would have to be reviewed.</p>	No	<p>Connection to Pentir</p> <p>National Grid carefully considered the siting of the Ty Fodol tunnel head house within Gwynedd and the use of both overhead line and underground cables to complete the connection to Pentir substation. Whilst extending the tunnel to Pentir could reduce the likely environmental effects of the overhead line in Gwynedd it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, and it would generate additional quantities of spoil resulting in increased traffic movements. As a result, it would also further increase the cost of the scheme.</p> <p>National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed in the context of applicable</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>statute, policy and guidelines.</p> <p>The options in this area were revisited as a result of the consultation comments received in feedback to the Stage Three Consultation, but no new information was presented that altered the above analysis. This is described in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Placing the existing connection underground</p> <p>In developing a new connection such as the North Wales Connection Project, the scope of the development is restricted to that required to meet the terms of the contracts National Grid has, as set out in the Project Needs Case (Document 7.1). Both the new and existing connections are required to enable safe and secure transmission of the energy from Wylfa Newydd. Aside from the transpositions required as part of the new, second connection, no changes to the existing pylons are necessary to deliver the North Wales Connection Project.</p> <p>Third Menai Crossing</p> <p>National Grid has worked, and continues to work, closely with Welsh Government on their plans for a third crossing at the Menai Strait. Welsh Government officials are keen to understand if it's possible for a bridge to carry the new electrical connection needed for Wylfa Newydd. As part of this, Welsh Government has commissioned National Grid to undertake a feasibility study into potential options to use the bridge.</p> <p>There are a lot of things to consider before National</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Grid and Welsh Government will be able to understand if putting cables of the size required for the new electrical connection on a new bridge is possible. To our knowledge, there are no high voltage transmission cables on a bridge anywhere in the world. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out.</p> <p>In addition, any proposal for a third Menai crossing put forward by Welsh Government needs to be consented and funded before it can go ahead.</p> <p>At the same time, it's vital that National Grid is able to deliver a connection for Horizon in the mid-2020s, when it is expected that Wylfa Newydd would start generating. This is why National Grid is continuing with the plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.</p>

Table 11.3: Campaign for the Protection of Rural Wales (Conwy Branch)

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Strategic options				

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>Prefer subsea</i>	Reasons for supporting a subsea connection	In the context of their concerns about the potential impact on above-ground structures (roads, enclosures, subwalling), CPRW (Conwy) expresses its preference for a subsea connection.	No	<p>Subsea</p> <p>Subsea connection options for Wylfa Newydd present technical and cost challenges.</p> <p>In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.</p> <p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p> <p>Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (Document 7.2).</p> <p>A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.</p> <p>In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2), which provides details of the strategic options considered, including subsea connections, and the reasons for selecting the preferred option.</p>
Menai Strait				

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>Environment</i>	Mitigation suggestions – views/ landscape	Given the importance of siting and design as well as the Menai Strait as a natural asset, they ask for a professional landscape architectural input during the design stage.	No	<p>A Landscape and Visual Impact Assessment has been undertaken as part of the EIA, prepared by a professional landscape architect who has also been involved at all stages in the development of the Project.</p> <p>The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant short and long term visual effects is contained in Chapter 8 of the ES (Document 5.8), both chapters also include consideration of likely significant cumulative effects.</p>

Table 11.4: Grwp Llandrillo Menai

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
The tunnel underneath the Menai Strait and related equipment				
Menai Strait				
<i>Support and Opposition (explicit)</i>	Support proposals	Grwp Llandrillo Menai supports the proposed undergrounding at Menai Strait as it would minimise the potential visual impact.	N/A	National Grid notes the support of Grwp Llandrillo Menai in relation to putting the connection underground in the area of the Menai Strait.

Table 11.5: Menai Science Park (M-SParc)

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Process</i>	Challenges	Menai Science Park expresses its disappointment that they have not received feedback on the response they submitted to the previous stage of consultation.	N/A	<p>At each stage of consultation, feedback has been sought from the public and stakeholders on all aspects of the Project. All responses have been read and considered by the project team. This has ensured that the views of the public have been recognised and consciously balanced in National Grid's decision making process.</p> <p>Details of the feedback received to the Stage One and Stage Two Consultations and how National Grid had regard to the comments made were published in the Stage One and Stage Two Consultation Feedback Reports (Appendices 2 and 11 to this report), available on the Project website and as part of the suite of hard copy consultation documents available during the Stage Two and Stage Three Consultations respectively.</p>
Wylfa substation and the overhead line on Anglesey				
Section E				
<i>Alternative approaches (routeing, underground)</i>	Prefer undergrounding	They argue that there is a strong case for undergrounding the whole of Section E, citing economic impacts and the precedent set by undergrounding at Menai Strait.	No	In the Menai Strait area (including parts of Sections E and F) National Grid has proposed the use of a tunnel to carry the connection between Anglesey and north Gwynedd. Where the connection approaches the Menai Strait area the location of the overhead line is just one element of the required 'end to end' solution that is needed to deliver the connection. The other

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>elements include the tunnel, shafts, tunnel head houses and cable sealing end compounds. The location of all the elements must work together to provide an end to end solution, and the location of each element is affected by factors such as geological conditions, engineering and environmental considerations, health and safety, consultation feedback and cost.</p> <p>When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part.</p> <p>National Grid considers that the use of an overhead line in this area would comply with National Planning Policy and National Grid's statutory duties, and the Project provides the most appropriate balance of all the factors that fall to be considered, with the connection placed in a tunnel in the area of the Menai Strait, routeing the second overhead line away from the existing overhead line in Section E.</p> <p>In bringing forward a final design proposal following feedback received at the Stage Three Consultation, National Grid considered the need to use underground cables in Section E. The further detailed design and assessment work which has been undertaken and informed by consultation feedback has led National Grid to conclude that its earlier judgement remains the most appropriate overall design solution. This is further explained in the Back-check of Wylfa-Pentir</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				Design Decisions Report (Document 7.18).
<i>Environment</i>	Impact on views / landscape	Menai Science Park is concerned that the proposed line would come within 500m of their site and would significantly impact views of Snowdonia.	No	The Project passes approx. 600m to the north-east of Menai Science Park and although would be visible, is not in the direction of Snowdonia. To the east, the topography falls towards the Menai Strait and the proposed connection also reduces in elevation, the pylons being backclothed by landform reducing perceptibility. As these pylons are not as close to the Science Park the effects are also reduced. The use of low height pylons on entry to Braint cable sealing end compound and tunnel head house also helps to reduce the effects. Views to the south and south-east would not be affected by the Project. Views towards Snowdonia would not be significantly affected by the proposed connection.
<i>Socio-economic impact</i>	Impact on business / tourism	They are concerned that the potential visual impact would detract from the appeal of the science park, causing them financial loss.	No	<p>Effect on businesses</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>

Table 11.6: Ministry of Defence

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
Wylfa substation and the overhead line on Anglesey				
Part A				
<i>Health and Safety</i>	Safety (terrorism/ accident)	<p>The Ministry of Defence's response referred back to its comments made in 2015, where it was noted the maximum height of infrastructure possible along the 3A Route Option would be 14m in height due to the proximity of the proposed overhead line to RAF Mona.</p> <p>Subject to this height restriction being taken in to account, the Ministry of Defence would have no safeguarding objections to the Project.</p>	N/A	National Grid notes the comments from the Ministry of Defence. Route option 3A was not taken forward following the Stage Two Consultation, a decision that was informed by the response from the Ministry of Defence at the time. The proposed alignment of the overhead line follows a combination of route options 3B and 3C, which were not raised as concerns by the Ministry of Defence.

Table 11.7: National Farmers Union (NFU) Cymru

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
Consultation Process				
<i>Process</i>	Comments	NFU Cymru states their hope that people's feedback would be listened to.	N/A	<p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area.

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<ul style="list-style-type: none"> • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid’s statutory obligations.</p> <p>Through the published community documents and technical reports, including this Consultation Report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p>
	Challenges	They argue that by stating a preference for overhead cables, National Grid has given the impression that a decision has already been taken.	N/A	National Grid’s response to the comment from the NFU Cymru is provided under the sub-theme ‘Comments’ immediately above.
<i>Information</i>	Comments on the provided	NFU Cymru complains about the lack of detailed images for the whole of the route.	N/A	<p>Photomontages</p> <p>Visualisations of the proposed connection in the form</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
	information			<p>of photomontages were provided as part of Chapter 7 of the PEIR. All photography and data collection for photomontages was undertaken in accordance with the Landscape Institute's Advice Note 01/11 'Photography and Photomontage in Landscape and Visual Assessment' and Scottish Natural Heritage's 'Visual Representation of Wind Farms Version 2.1'. Whilst the latter is specifically intended for use in relation to wind farms, it is widely accepted as being applicable to other large scale vertical infrastructure such as pylons. The Landscape Institute Advice Note 01/11 strongly advises members to follow this document where applicable in preference to any other guidance or methodology.</p> <p>3D model</p> <p>A 3D model was produced comprising a digital visualisation of the proposals consulted on at the Stage Three Consultation. The purpose was to illustrate what the proposals would look like in the landscape and allowing people to see them from different viewpoints. This was available at the community events and consultation vehicle events (due to the specialist equipment needed to run it), with virtual reality headsets showing videos from the model available at all consultation events. The 3D model enabled people to see what the connection could look like along the entirety of the route. It was developed using accurate landform, topography and equipment data, with computer generated aspects of the local environment to aid the orientation of the user. All appropriate endeavours were made to make the 3D model as accurate as practicable.</p>

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Strategic options				
<i>Prefer subsea</i>	Reasons for supporting a subsea connection	<p>NFU Cymru states its preference for a subsea connection citing its environmental and socio-economic benefits. They also argue that it is important for companies to invest in new and better technologies and National Grid can afford to do this, especially since they have done it elsewhere in the country.</p> <p>They suggest that the undersea link from Wylfa to Deeside could be used.</p>	No	<p>Subsea</p> <p>Subsea connection options for Wylfa Newydd present technical and cost challenges.</p> <p>In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.</p> <p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p> <p>Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the</p>

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				<p>most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (Document 7.2).</p> <p>A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.</p> <p>In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2), which provides details of the strategic options considered, including subsea connections, and the reasons for selecting the preferred option.</p>

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				<p>Comparison with other schemes</p> <p>National Grid is progressing a number of new transmission connections within England and Wales. As a national transmission company, National Grid needs to apply a consistent approach to its design decisions across the entire transmission system.</p> <p>This consistent approach includes taking into account any nationally and internationally important designations such as National Parks, Areas of Outstanding Natural Beauty (AONBs), and Special Areas of Conservation (SACs). Where National Grid's projects cannot reasonably avoid such designations, a mix of technologies may be the appropriate choice, and this is the case in North Wales and other parts of the UK.</p> <p>As part of the North West Coast Connection Project, required for the proposed Moorside nuclear power station in Cumbria, National Grid has proposed an overhead line with the connection placed underground as it passes through the Lake District National Park and beneath Morecombe Bay SAC.</p> <p>The Hinkley C Connection Project, required for the Hinkley C nuclear power station in Somerset, received development consent in January 2016 for an overhead line connection with an underground section to avoid an AONB.</p> <p>The Richborough Connection Project, required to connect the Nemo Link® (an electricity interconnector between Belgium and Kent) to National Grid's high voltage electricity network, received development consent in August 2017 for an entirely overhead line</p>

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				<p>connection.</p> <p>Consistent with the approaches above, the North Wales Connection Project includes an underground section under the Anglesey AONB and the area of the Menai Strait, where it is considered an overhead line would have the most significant visual effects.</p>
Route Option Alignment				
<i>Alternative approaches (routeing, underground)</i>	Prefer undergrounding	If a subsea connection is not possible, then the respondent asks for the cables to be placed underground.	No	<p>When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new</p>

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				<p>overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report</p>

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				(Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.
<i>Environment</i>	Impact on views / landscape	They are concerned about the potential visual impact of the overhead lines, compounded by the flat nature of the landscape and the presence of the existing line.	N/A	<p>Projects of this type inherently come with visual effects due to the height of the pylons and National Grid has looked carefully at how this can be reduced as the proposals have been developed.</p> <p>Through careful routing and design, National Grid has sought to keep the proposed route for the connection away from villages and communities where possible, routing alongside the existing overhead line to reduce effects on views. Screening of pylons is difficult due to their height, but careful routing with off-site planting can be effective in reducing the visual effects.</p> <p>A Voluntary Residential Planting Scheme (VRSP) is described in the Enhancement Strategy (Document 7.13). Screening planting is more effective when undertaken close to the receptor and therefore properties identified in the Residential Visual Amenity Assessment (Document 5.8.2.3) as being eligible for the VRSP will be offered screening planting to help reduce the effects of the Proposed Development.</p>
	Impact on biodiversity	NFU Cymru notes that many farms that participate in agri-environment schemes could be disrupted by the proposals.	N/A	National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples

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				<p>include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in Table 9.1 and 9.3 of this Consultation Report and in the Design Report (Document 7.17). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.</p> <p>Chapter 18 of the ES, Agriculture (Document 5.18)</p>

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	Impact on noise levels	There is a concern that noise generated by pylons could be at an unacceptable level, and could impact on property and livestock (especially milk production).	N/A	<p>includes an assessment of likely significant effects on agricultural land use, soils and agri-environment schemes, both during construction (short to medium term) and operation (long term).</p> <p>Operational noise effects</p> <p>National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.</p> <p>Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings.</p> <p>Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.</p> <p>Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is</p>

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				<p>minimised.</p> <p>Noise levels and the effect on residential properties are carefully considered when planning new infrastructure. The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including in relation to local residents. Construction noise is considered in Chapter 15 of the ES, and operational noise in Chapter 16 (Documents 5.15 and 5.16 respectively).</p> <p>Many of National Grid's overhead lines pass over agricultural land, including that grazed by livestock. Through many years of operating the transmission system there is no evidence that noise from overhead lines causes disturbance to livestock.</p>
<i>Health and Safety</i>	EMF impact	NFU Cymru seeks assurance that people, particularly families with young children, living near the lines would not experience adverse health impacts due to EMFs.	N/A	<p>Health and Electric and Magnetic Fields (EMFs)</p> <p>Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.</p> <p>Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the</p>

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				<p>guidelines are based on the science and are set independently of National Grid.</p> <p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application which explains the approach to EMFs together with details of compliance with the guidelines, so everyone</p>

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				<p>can see how the Project meets the guidelines. This report can be found in Volume 5 of the DCO application, Document 5.25.</p> <p>In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that "...<i>Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.</i>"</p> <p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p>
	Health impact	They are concerned about the potential health and safety risk associated with farming land underneath overhead lines, noting that pylons can potentially cause an obstruction for larger machinery and the	N/A	<p>Safety of overhead lines</p> <p>National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on consistency of supply and safety. National Grid follows all relevant</p>

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		cables could pose a health and safety risk.		<p>guidelines to make sure its connections are robust, and follows a stringent process to meet security standards when designing new connections.</p> <p>Maintenance teams regularly monitor the condition of equipment so that it can be safely replaced if worn or damaged. In the rare event of conductor failure, the system is designed to sense the failure and switch off the circuit's electricity.</p> <p>Engagement with landowners</p> <p>National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in Table 9.1 and 9.3 of this Consultation Report and in the Design Report (Document 7.17). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land</p>

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				<p>their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.</p> <p>The agriculture chapter of the ES (Document 5.18) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).</p>
<i>Socio-economic impact</i>	Impact on business / tourism	NFU Cymru notes that many farmers have diversified into tourist services and the overhead line would negatively impact some of these businesses by permanently damaging the landscape.	N/A	<p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is</p>

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				<p>presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken</p>

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				<p>targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>
	Impact on farming / agriculture	<p>NFU Cymru warns that there should not be an automatic presumption that agricultural land can be sacrificed for this type of infrastructure project and lists a range of problems overhead lines pose to farmers such as access issues, weed burdens and additional costs.</p> <p>They suggest that National Grid has chosen to ignore areas of land with low agricultural value.</p>	N/A	<p>The methodology for assessing the presence and extent of BMV land within the Proposed Project Boundary (PPB) as shown at Stage Three Consultation was agreed by the Land Quality Advice Service, Department for Environment and Rural Affairs, Welsh Government. The methodology considered land permanently required for the Project and temporary disturbance separately.</p> <p>For areas of land required permanently detailed soil surveys were carried out, the data from which fed into the iterative design process to microsite the development works into areas of lower agricultural land classification (ALC) grading or non-agricultural land as far as practicable. The iterative design process and consequent final routeing considered the potential effects identified by all disciplines and consultation with farmers and landowners. Consequently, a small proportion of land required permanently is within Subgrade 3a BMV land, although the design reduced this as far as was practicable.</p>

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				<p>For areas of temporary disturbance, ALC grading was determined using Provisional ALC mapping in conjunction with published data on land use and soils to determine the likely proportion of BMV land. Through the iterative design process, which also included consultation with farmers and landowners, these data were used to position temporary works in non-agricultural or non-BMV land as far as practicable in consideration of constraints identified by other disciplines. As a result, the majority of temporary disturbance occurs on non-BMV land. Where agricultural land may be affected, appropriate mitigation measures are identified within the CEMP, which will be secured through a Requirement to the Development Consent Order.</p> <p>National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in Table 9.1 and 9.3 of this report and in the Design Report (Document 7.17). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.</p> <p>The agriculture chapter of the ES (Document 5.18) includes an assessment of likely significant effects on agricultural land and soils, including best and most versatile agricultural land, both during construction</p>

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	Impact on properties / residents	NFU Cymru is concerned that people living in close proximity to the line would experience a lower quality of life.	N/A	<p>and operation.</p> <p>National Grid recognises the concerns of residents that the Project could affect their quality of life. As part of its assessment work, National Grid has produced a Well-being Report and undertaken a Welsh Language Impact Assessment (WLIA), both of which are explained in further detail under the sub-headings below. A detailed assessment of effects on private views (i.e. views from residential properties) has been undertaken as part of the Landscape and Visual Impact Assessment (Chapter 8 of the ES, Document 5.8), and an amenity assessment is included in the socio-economic chapter (Chapter 17) which considers potential combined effects on communities, (Documents 5.17). The ES also considers effects of construction and operation on residential properties in terms of traffic and transport (Chapter 13), air quality (Chapter 14) and noise (Chapters 15 and 16), Documents 5.13 to 5.16 respectively. National Grid has and continues to encourage any local resident who may have concerns during any stage of the Project to get in touch so National Grid can better understand their personal circumstances and address concerns where possible.</p> <p>Well-being Report</p> <p>National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This</p>

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				<p>involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.</p> <p>Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (Document 5.27).</p> <p>The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.</p> <p>Welsh Language Impact Assessment</p> <p>A Welsh Language Impact Assessment (WLIA) has been undertaken for National Grid by a North Wales based consultancy specialising in undertaking such assessments. The assessment is included in Volume 5 of the DCO application (Document 5.27). The scope and approach of the WLIA was discussed and agreed with IACC and Gwynedd Council, and aligns with the relevant national and local guidance. A draft WLIA was issued to IACC, Gwynedd Council and Welsh Government for comment ahead of submission.</p> <p>The WLIA considered effects on five key aspects of</p>

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				<p>community life: population characteristics, quality of life, economic factors, infrastructure supply and social and cultural aspects. Where effects on Welsh language have been identified as part of the WLIA, mitigation and/or enhancement measures have been proposed as necessary in order to address those effects.</p> <p>Control and management measures for construction of the Project are set out in the Construction Environmental Management Plan (CEMP) (Document 7.4). The CEMP contains a section on Code of Conduct. It specifies that the contractor will be a member of the Considerate Constructors Scheme and will adhere to a Code of Conduct. The Code of Conduct will include sections on respecting the environment, respecting communities and respecting Welsh Language and Welsh Culture. Information will be provided to workers on language awareness, local linguistic and cultural context and how to demonstrate linguistic courtesy and cultural sensitivity. Site inductions and toolbox talks, will include information about Welsh language words and phrases, and information on resources for learning Welsh.</p>
	Impact on property value / saleability	There is also a concern that affected properties would drop in value.	N/A	<p>Effect on property value</p> <p>The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.</p>

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				<p>In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken into account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their</p>

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				<p>personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p>
	Mitigation measures- compensation	They ask for the compensation packages to factor in cost comparisons and reflect the inconvenience and impacts caused by overhead lines.	N/A	<p>National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in Table 9.1 and 9.3 of this report and in the Design Report (Document 7.17). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.</p> <p>The agriculture chapter of the ES (Document 5.18) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).</p>
<i>Transport</i>	Impact on local road network	There is a concern that some areas, many of which are served by minor single track roads, would not be able to cope with the additional traffic loads.	Yes	<p>Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads.</p> <p>Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.</p> <p>National Grid has completed a Transport Assessment and Outline Construction Traffic Management Plan (CTMP), contained in Documents 5.13.2.1 and 7.5 in support of the traffic and transport chapter of the ES</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				(Document 5.13) . These documents consider the likely significant traffic effects and appropriate mitigation measures for the Project, the study area for which has been agreed with IACC, Gwynedd Council and Welsh Government.

Table 11.8: National Trust

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Request</i>	To be involved further	Welcome further discussion on mitigation measures and the routeing corridor of the proposed tunnel around Plas Newydd and Faenol.	N/A	National Grid has and continues to work closely with the National Trust and other stakeholders potentially affected by the Project to ensure that their interests are properly considered as part of National Grid's proposals. This includes consideration of appropriate mitigation measures and works associated with the tunnel in the area of the Menai Strait, Plas Newydd and Faenol.
Policy Principles				
<i>Link to wider policies</i>	-	The National Trust is concerned about the lack of detail about the relationship between this project and the connections for the two Irish wind farm applications.	N/A	An updated Needs Case report (Document 7.1) and Strategic Options Report (Document 7.2) have been provided as part of Volume 7 of the DCO application. These documents describe how the contracted generation has altered over the course of the Proposed Development and explain how National Grid

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>has responded to these changes.</p> <p>The updated Needs Case document presents the magnitude of the additional system capacity required and how this has evolved over time. The Strategic Options Report discusses potential solutions to address the future system requirements needed.</p> <p>The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume 5 of the DCO application (Documents 5.1 to 5.21). The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation.</p> <p>Inter-project cumulative effects are presented in section 10 of each of the topic specific chapters of the ES (Documents 5.7 to 5.18) and the inter-project cumulative effects assessment is presented in Chapter 20 of the ES (Document 5.20).</p>
Strategic options				
<i>Prefer subsea</i>	Reasons for supporting subsea	The National Trust states its preference for subsea connection, but accepts the conclusion presented in the Strategic Options Report that dismisses this option.	N/A	National Grid notes the acceptance by the National Trust of the conclusion presented in the Strategic Options Report that does not consider the option of a subsea connection to be appropriate.
Wylfa substation and the overhead line on Anglesey				
All parts				
<i>Support and Opposition (explicit)</i>	Oppose overhead line	They state that they have remaining concerns about the new overhead line but have decided to focus their response on the impact	N/A	National Grid notes the comment from the National Trust.

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		on the land in their ownership.		
The tunnel underneath the Menai Strait and related equipment				
Tunnel construction				
<i>Support and Opposition (explicit)</i>	Support proposals	The National Trust welcomes the proposed undergrounding at the Menai Strait, highlighting its benefits to the landscape and Plas Newydd / Faenol estates.	N/A	National Grid notes the support of the National Trust in relation to putting the connection underground in the area of the Menai Strait.
<i>Health and Safety</i>	Safety	The National Trust raises concerns about the potential for blow out during the tunnel construction and asks to see risk management, emergency procedures and a full assessment.	N/A	The rock through which the tunnel will be created under the Menai Strait is generally strong and has low porosity. If the tunnel is excavated using a slurry tunnel boring machine, slurry would be used to balance the forces at the front of the tunnel boring machine as it moves through the rock. In the unlikely situation that slurry enters the surrounding rock, it is highly unlikely to pass upwards to ground level. To further ensure that this does not occur, the slurry is closely monitored and constantly measured.
Anglesey Sealing End Compound				
<i>Transport</i>	Impact on road network	<p>The National Trust is concerned about the impact on Brynseincyn Road and the resultant possible congestion around Plas Newydd. They ask for further discussions about HGV, LGV and AIL movements in order to reduce potential delays in visitor access to Plas Newydd.</p> <p>They add that they wish to consider other stakeholder responses (Highways Agency, North and Mid Wales Trunk Road Agency) before commenting further on transport</p>	Yes	<p>Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads.</p> <p>Extensive consultation has been undertaken with the local highway authorities, which has informed the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		issues relating to Plas Newydd.		<p>The construction access strategy around Braint has evolved through detailed discussions with IACC highway authority officers, resulting in a focussed community consultation on the proposed construction routes in the area. The community consultation and associated feedback is outlined in Chapter 14 of this Consultation Report, with comments from IACC described in Chapter 5 of the ES, EIA Consultation (Document 5.5).</p> <p>National Grid has and continues to work closely with the National Trust and other stakeholders potentially affected by the Project to ensure that their interests are considered as part of National Grid's proposals. This includes consideration of appropriate mitigation measures and works associated with the tunnel in the area of the Menai Strait, Plas Newydd and the Faenol Estate.</p>
	Mitigation measures	To mitigate the potential impact on the local road network, they ask for an alternative access to the Braint SEC and greater emphasis on rail delivery and waste removal.	Yes	<p>National Grid's response to the National Trust's comments regarding the use of an alternative access to the Braint SEC is provided under the sub-theme '<i>Impact on road network</i>' immediately above.</p> <p>Use of the rail network</p> <p>The nature of overhead line construction can involve numerous concurrent work locations which construction workers, equipment and materials have to reach. It is therefore not feasible to use the railway to transport workers and/or goods for the overhead line.</p> <p>The potential to use the railway to transport spoil from the tunnel and to bring in concrete lining segments has also been considered. There are no existing sidings or rail loading facilities in close proximity to either tunnel head house sites or substation locations.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>The amount of material being generated from the tunnel or substation works would make the construction of such a siding or rail loading facility for this purpose unviable. Furthermore, the construction of a siding would require a significant amount of materials and therefore HGV movements in itself. In any case, the use of any other sidings in the region would not reduce the amount of HGV movements generated, as the tunnel spoil would need to be transported to these facilities by road and any materials would need to be transported from these facilities to the construction sites by road.</p>
<p><i>Socio-economic impact</i></p>	<p>Impact on business / tourism</p>	<p>The Trust warns that traffic disruption and construction impacts at Plas Newydd could impact the local economy by reducing visitors to Plas Newydd and is concerned that this has not been considered in sufficient detail in the PEIR.</p>	<p>Yes</p>	<p>National Grid's response to the National Trust's concerns regarding the potential traffic disruption and construction impacts at Plas Newydd is provided under the theme '<i>Transport</i>' above.</p> <p>Detail within the PEIR</p> <p>The documents published to support the Stage Three Consultation included the Preliminary Environmental Information Report (PEIR), which contained detailed information regarding the proposals including information on the likely significant traffic and transport effects of the Project.</p> <p>Consideration of the number of HGV movements associated with the construction of the tunnel was included in the PEIR. The findings of which informed the assessment of likely significant socio-economic effects of the Project, including effects on tourism.</p> <p>The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				Significant Infrastructure Projects (NSIPs).
<i>Other</i>	Further details needed	<p>Further information is required regarding:</p> <ul style="list-style-type: none"> • transport impacts of using the Braint SEC as main construction site; • landscape and visual impacts of construction; • Braint and Ty Fodol tunnel head house designs; • noise and vibration survey; and • implications of tunnel construction for tourism and visitors to Plas Newydd. 	N/A	<p>National Grid has proactively engaged with the National Trust during the development of the Project, including via meetings and correspondence to share as much information as possible in advance of submission. This included sharing a draft ES with the National Trust, who responded with comments that National Grid were able to consider and take in to account in finalising the ES.</p> <p>National Grid continues to work with the National Trust with a view to agreeing a Statement of Common Ground.</p> <p>Transport impacts</p> <p>National Grid's response to the National Trust's comments regarding the use of an alternative access to the Braint SEC is provided under the sub-theme '<i>Impact on road network</i>' immediately above.</p> <p>National Grid has completed a Transport Assessment and Outline Construction Traffic Management Plan (CTMP), contained in Documents 5.13.2.1 and 7.5 in support of the traffic and transport chapter of the ES (Document 5.13). These documents consider the likely significant traffic effects and appropriate mitigation measures for the Project, including potential traffic and transport effects of the Braint SEC, the study area for which has been agreed with IACC, Gwynedd Council and Welsh Government.</p> <p>Landscape and visual impacts</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism,</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice.</p> <p>The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8), the chapters consider both construction and operation and also include consideration of likely significant cumulative landscape and visual effects.</p> <p>Tunnel head house design</p> <p>The tunnel head house will be designed with consideration of the local environment, seeking to use materials that aid integration of the development into the local landscape.</p> <p>The Landscape and Visual Impact Assessment undertaken as part of the EIA considers the effects of the tunnel head houses and identifies required mitigation. The assessment also includes a Residential Visual Amenity Assessment for all properties within 500m of the Project and considers the visual amenity effects on communities. Viewpoints have been selected to illustrate these effects and certain viewpoints have been chosen as photomontage locations to further demonstrate the effects.</p> <p>The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant short and long term visual effects is contained in Chapter 8 of the ES (Document 5.8), both chapters also include consideration of likely</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>significant cumulative effects.</p> <p>National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (Document 7.13).</p> <p>Noise and vibration survey</p> <p>The assessment of construction noise and vibration is provided in Chapter 15 of the ES (Document 5.15). No significant vibration effects on residential properties have been identified. National Grid is continuing to liaise with the National Trust to further understand their concerns and address these where appropriate.</p> <p>Tourism and visitors to Plas Newydd</p> <p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.
Section F (Gwynedd)				
<i>Alternative approaches (routeing, underground)</i>	Alternative suggested	The National Trust suggest that if a rail facility is not possible at the Braint SEC, then National Grid should consider extending the proposed tunnel to Pentir and its use as the focus for tunnel construction activity.	No	<p>Extending the tunnel to Pentir</p> <p>National Grid carefully considered the siting of the Ty Fodol tunnel head house within Gwynedd and the use of both overhead line and underground cables to complete the connection to Pentir substation. Whilst extending the tunnel to Pentir could reduce the likely environmental effects of the overhead line in Gwynedd it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, and it would generate additional quantities of spoil resulting in increased traffic movements. As a result, it would also further increase the cost of the scheme.</p> <p>National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed in the context of applicable statute, policy and guidelines.</p> <p>The options in this area were revisited as a result of the consultation comments received in feedback to the Stage Three Consultation, but no new information was presented that altered the above analysis. This is described in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Tunnelling direction</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>National Grid is seeking to maintain flexibility in terms of tunnelling direction and method, as set out in the Environmental Statement (Volume 5 of the DCO application, Documents 5.1 to 5.21). However on the basis of currently known information, National Grid's preference is to use a tunnel boring machine to tunnel from Anglesey towards Gwynedd due to the topography and associated shaft depth. National Grid's current understanding of groundwater in the area has resulted in an engineering preference to tunnel uphill which would allow water within the tunnel to move away from the drilling head.</p> <p>As the Project allows flexibility, the likely significant environmental effects of tunnelling from either direction using a tunnel boring machine, or both directions via drill and blast, are assessed in the Environmental Statement (contained in Volume 5 of the DCO application).</p>

Table 11.9: North Wales Wildlife Trust

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Scope</i>	Comments on the scope of the consultation	North Wales Wildlife Trust asks where there is the opportunity to comment on the proposed upgrade to underground cables in the Glaslyn area.	N/A	The works in West Gwynedd do not form part of National Grid's application for a DCO. However, where appropriate, information on the wider works was provided at each stage of consultation, to provide

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>local communities and other consultees with a more comprehensive overview of National Grid's proposals in the wider area. In addition, likely significant cumulative effects of the works in West Gwynedd, alongside the new connection between Wylfa and Pentir, have been taken into account in the Environmental Impact Assessment (EIA), as reported in the Environmental Statement contained in Volume 5 of the DCO application Documents 5.1 to 5.21).</p> <p>A response to this query by the North Wales Wildlife Trust was provided at the time via a telephone call. National Grid has and continues to liaise with the North Wales Wildlife Trust in relation to the works in West Gwynedd and the North Wales Connection Project as appropriate.</p>

Table 11.10: Orthios Group Holdings Ltd

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Route Option Alignment				
<i>Alternative approaches</i>	Suggestion	Orthios Group Holdings Ltd expresses its willingness to cooperate with National Grid in re-examining alternative solutions, including upgrading the existing Wylfa to Penrhos 132kV line and developing a	No	The Penrhos route, referred to as the 'hybrid option', would involve the construction of a new overhead line on the western half of Anglesey, replacing the current 132 kV, a section of subsea cable between Valley on Anglesey and the west Gwynedd coast, and either an

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
		400kV substation at Penrhos which they believe would benefit consumers, smaller power developers and future security of supply.		<p>overhead line or underground cable a new substation of the existing overhead line from Pentir to Trawsfynydd.</p> <p>This option was considered as a direct result of feedback to the Stage One Consultation, but was discounted for the reasons provided below:</p> <p>Whilst the development of a new substation could facilitate the removal of part of the existing smaller overhead line that already crosses the western half of the island, this would only partially reduce the effects of the new line. The 'hybrid option' would also involve the installation of very long lengths of buried cable (totalling at least 180 kilometres of individual cable), the vast majority of which would be laid on the seabed. Assuming a sixty year operating period for the Wylfa Newydd power station this cable is likely to need replacing at some point in the future, and could be susceptible to damage by seabed movement or maritime activities such as anchoring or dredging.</p> <p>In both instances this would greatly increase the capital and lifetime costs of this option in comparison with an equivalent overhead line.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2), which provides details of the strategic options considered, including the hybrid option, and the reasons for selecting the preferred option.</p>
<i>Engineering, Design and</i>	Impact on other	Even though the respondent's activities are impacted by the Project, they do not want to	N/A	National Grid has and continues to work with generators such as Orthios Group Holdings Ltd to

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
<i>Construction</i>	infrastructure	object to the proposals but understand the concerns of the local councils.		ensure that their interests are considered as part of National Grid's development proposals as appropriate.

Table 11.11: People Against Wylfa B (PAWB)

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Policy Principles				
<i>Need case</i>	Oppose nuclear energy	PAWB states their opposition to Horizon's project adding that nuclear energy is old-fashioned and dangerous.	N/A	National Grid is contractually bound to connect the proposed 2.8GW Wylfa Newydd nuclear power station, for which a DCO application was submitted in June 2018 by Horizon Nuclear Power and accepted by PINS. National Grid must work towards meeting its contractual obligations to connect Wylfa Newydd, proceeding on the basis that the new nuclear power station is going ahead. If, for any reason, Wylfa Newydd does not go ahead, National Grid would not build a connection for it.
Strategic options				
<i>Alternative approaches</i>	Renewables	PAWB requests the use of renewable energy resources.	N/A	Transmission of electricity in Great Britain requires permission by a licence granted under Section 6(1)(b) of the Electricity Act 1989. National Grid has been granted a transmission licence and is therefore bound by the legal obligations it sets out, including a statutory duty to develop and maintain an efficient, co-

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				ordinated and economical system of electricity transmission. National Grid has a duty to offer a connection agreement to customers, regardless of the generation technology being proposed.
Consultation				
<i>Process</i>	Challenges	PAWB feels that National Grid has already made a decision and people's feedback would not be taken into account.	N/A	<p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area.</p> <ul style="list-style-type: none"> • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid’s statutory obligations.</p> <p>Through the published community documents and technical reports, including this Consultation Report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p>

Table 11.12: Royal Society for the Protection of Birds (RSPB)

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation process				
<i>Information</i>	Comments on the provided information	RSPB advises National Grid that the reference to priority species and habitats listed under section 42 of the NERC Act 2006 used in the PEIR is out of date and has been replaced by section 7 of the Environment (Wales) Act 2016. In addition, the Birds of Conservation Concern in Wales: the population status of birds in Wales has been revised and recently published in Birds in Wales.	N/A	National Grid notes the comments from RSPB, the references mentioned have been included in Chapter 9 of the ES, Ecology and Nature Conservation (Document 5.9).
Route Option Alignment				
<i>Environment</i>	Impact on biodiversity	<p>They express concerns about the impact on several sensitive bird species including Greenland white-fronted geese, whooper swan, curlews, lapwings, feral geese, wildfowl and wading birds.</p> <p>They note the potential for displacement and collision risk as well as the potential impact on habitat areas particularly in the Menai Straits and Llangwyllog.</p> <p>RSPB adds that as winter bird surveys are in progress it is difficult to determine the level of impact the scheme may have.</p>	N/A	<p>National Grid notes the comments from RSPB and welcomes their input to the Project and the EIA.</p> <p>In developing the Project, National Grid has sought to avoid adverse effects on ecological receptors, including on statutory designated sites and important populations of bird species of acknowledged conservation concern. Details can be found within Chapter 9 of the ES, Ecology and Nature Conservation (Document 5.9) and the Habitat Regulations Assessment Report (Document 5.23).</p> <p>Appendix 15 to Chapter 9 of the ES (Document 5.9.2.15) contains the Ornithological Assessment Report. Mitigation is also provided in the Biodiversity Mitigation Strategy (Document 7.7), and the Construction Environmental Management Plan</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>(Document 7.4).</p> <p>National Grid provided a Preliminary Environmental Information Report (PEIR) as part of the statutory Stage Three Consultation. Preliminary Environmental Information is defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) as: “<i>information referred to in Part 1 of Schedule 4 which (a) has been compiled by the applicant; and (b) is reasonably required to assess the environmental effects of the development (and of any associated development).</i>”</p> <p>National Grid used professional judgement to determine the level and type of detail in the PEIR, in line with applicable guidance at the time, including PINS Advice Note 7 (March 2015). The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p>
	Mitigation measures - biodiversity	RSPB is pleased to see the exploration of mitigation and enhancement measures. To further reduce the impact on waders and other ground nesting birds, they ask for farmland, managed under agri-environmental schemes to be identified and the habitats relocated within farm boundaries. They also suggest time-related construction restrictions in relation to nesting periods.	No	National Grid welcomes the RSPB’s comments on the proposed mitigation measures. Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (Document 5.9), with mitigation also provided in the Biodiversity Mitigation Strategy (Document 7.7), and the Construction Environmental Management Plan (Document 7.4). Opportunities for enhancement are detailed within the Enhancement Strategy (Document

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>7.13).</p> <p>In addition, potential effects on agri-environment schemes and appropriate mitigation have been discussed within the Chapter 18 of the ES, Agriculture (Document 5.18).</p>

Table 11.13: The Snowdonia Society

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
General comments				
Consultation Process				
<i>Consultation process</i>	Comments on the process	The Snowdonia Society asks National Grid to listen to people's concerns.	N/A	National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area. • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid's statutory obligations.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				Through the published community documents and technical reports, including this Consultation Report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.
<i>Suggestion for improvement</i>	Online consultation	The Society reported a problem with the consultation feedback website.	N/A	National Grid explored the problem reported by The Snowdonia Society, but found no fault with the website. The Snowdonia Society reported that their online feedback form closed prior to submission, however it was received. Both the online and emailed copy of their response was received and considered by National Grid.
Policy Principles				
<i>Link to wider policies</i>	Comments	In the context of their opposition to the overhead line, the Society describes the Well-being of Future Generations (Wales) Act 2015 and its clear requirement for each public project to integrate economic, environment, cultural and social needs.	N/A	National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report. Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid

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				<p>produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (Document 5.27).</p> <p>The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.</p>
Wylfa substation and the overhead line on Anglesey				
All parts				
<i>Support and Opposition (explicit)</i>	Oppose overhead line	The Society opposes the proposed overhead line due to long-term costs (economic, social, cultural and environmental).	N/A	<p>National Grid recognises that new infrastructure connecting new power stations to the electricity transmission system may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient under the Electricity Act 1989 and under the National Policy Statements relating to electricity lines (EN-1 and EN-5).</p> <p>National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.</p> <p>After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area</p>

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				<p>presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p> <p>The Project has been subject to environmental assessment throughout its development, with professionals from appropriate disciplines involved in the appraisal of design options for the proposed connection. The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume 5 of the DCO application. The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation.</p> <p>Chapter 17 of the ES (Document 5.17) includes an assessment of likely significant socio-economic effects and Chapter 10 of the ES (Document 5.10) includes an assessment of likely significant effects on the historic environment.</p>
<i>Alternative approaches (routeing, underground)</i>	Prefer undergrounding	The Society states its preference for undergrounding the connection across Anglesey citing the impact overhead lines would have on the local environment and economy.	No	When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> <p>Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a</p>

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				<p>conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.</p> <p>As part of its ongoing back-check process National Grid has updated its Strategic Options Report (Document 7.2) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.</p>
Cost	Cost of undergrounding	<p>The Society believes that National Grid's cost calculations are wrong and urge them to re-do the sums, adding that they should also consider the cost to environment and residents. They also note that placing the cables underground now would be cheaper in the long run as undergrounding existing overhead lines is a complex and expensive process as evidenced by the current work undertaken by National Grid as part of its Visual Impact Provision project.</p>	No	<p>Approach to routeing</p> <p>In August 2012, National Grid published its Approach to the Design and Routeing of New Electricity Transmission Lines which states:</p> <p><i>“Whether the preferred route corridor is predominately overhead, underground or sub-sea, detailed survey and assessment work is carried out to find the alignment of the transmission line which best satisfies all of our obligations and the needs of stakeholders. In doing this we seek to avoid as far as possible any impacts on people, settlements, and environmentally sensitive areas. We continue to refine the route alignment to minimise any visual and other environmental impacts, in consultation with</i></p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p><i>stakeholders and communities.”</i></p> <p>The routeing of new transmission lines is informed by the results of consultation and experience of major transmission infrastructure projects. The approach complies with the requirements of the Electricity Act 1989, National Policy Statements EN-1 and EN-5, and retains the principles of the Holford Rules which provide guidance on the routeing of overhead lines.</p> <p>The approach to the routeing of new electricity transmission lines set out in the National Grid 2012 publication is used as guidance for all of National Grid’s project teams and also provided to stakeholders to provide a transparent and clear understanding of how National Grid designs its transmission lines to meet its statutory obligations.</p> <p>National Grid does not have an inherent preference for a technology type when developing its connections, and uses the published Approach to the Design and Routeing of New Electricity Transmission Lines process to determine the appropriate balance.</p> <p>Separately to the routeing of new connections, National Grid has been allocated £500m by Ofgem to carry out work to help reduce the visual impact of existing transmission lines in English and Welsh AONBs and National Parks. Referred to as the Visual Impact Provision (VIP) project, this represents a major opportunity to conserve and enhance the natural beauty, wildlife and environmental heritage within the most protected landscapes, recognising up-to-date planning policy.</p> <p>This same planning policy has been taken into</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>account in National Grid’s approach to routeing and decision making in relation to the North Wales Connection Project.</p> <p>After careful consultation and appraisal of all appropriate options, National Grid considers the overhead line and tunnel in the Menai Strait area presents the most appropriate balance of environmental, socio-economic, technical and cost considerations, in the context of applicable statute, policy and guidelines.</p> <p>Consideration of cost</p> <p>National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.</p> <p>The Strategic Option Report published at each stage of consultation provided an overview of the cost information that National Grid uses for economic appraisals to compare feasible transmission system development options. An updated Strategic Option Report is provided as part of the DCO application (Document 7.2).</p> <p>As part of the consideration of Strategic Options, National Grid prepares indicative capital cost estimates. These include costs for the transmission equipment and also for the installation of that equipment. For any new transmission circuits required as part of a Strategic Option, National Grid</p>

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				<p>prepares lifetime cost estimates. These lifetime cost estimates include the capital cost estimates and also take account of the transmission losses and maintenance costs for transmission equipment over a 40 year lifetime as well as the associated indicative capital cost estimate.</p> <p>No details of particular cost errors were provided by the Snowdonia Society. National Grid is confident that the costs provided are accurate and that placing the whole connection underground would be considerably more expensive than the overhead line proposed.</p>
<i>Environment</i>	Impact on views / landscape	The Society is concerned that the overhead line route would blight the landscape of Snowdonia, Menai Strait and Anglesey (including AONB and National Park designations).	No	<p>The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routeing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.</p> <p>The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals. More information of how public and stakeholder feedback has informed the proposals is set out Chapters 5, 6, 8, 9 and 11 of this report, with information also provided in the Wylfa-Pentir Preferred Route Corridor Selection Report, 2015 (Document 9.2), the Preferred Route Option Selection Report Wylfa to the Menai Crossing Area (Document 9.4), and Menai Strait</p>

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				<p>Crossing Report (Document 9.6).</p> <p>The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (Document 5.8), the chapters also include consideration of likely significant cumulative landscape and visual effects.</p> <p>After careful consultation and appraisal of all options National Grid considers the overhead line and tunnel in the Menai Strait area presents the most appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
<i>Socio-economic impact</i>	Impact on business / tourism	The Society is concerned that the overhead line would have long-term economic impacts, without providing details.	No	<p>Effect on tourism and businesses</p> <p>Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p> <p>The socio-economics chapter of the ES (Document</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p><i>Assessment of effects on tourism</i></p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people’s behaviour and spending may be affected during the construction and operation of the Project.</p> <p><i>Business Survey</i></p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p>

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.
	Impacts on properties / residents	The Society is concerned that the proposed overhead line would have long-term social and cultural impacts, without providing details.	No	National Grid recognises the concerns of residents that the Project could affect their quality of life. As part of its assessment work, National Grid has produced a Well-being Report and undertaken a Welsh Language Impact Assessment (WLIA), both of which are explained in further detail under the sub-headings below. A detailed assessment of effects on private views (i.e. views from residential properties) has been undertaken as part of the Landscape and Visual Impact Assessment (Chapter 8 of the ES, Document 5.8), and an amenity assessment is included in the socio-economic chapter (Chapter 17) which considers potential combined effects on communities, (Documents 5.17). The ES also considers effects of construction and operation on residential properties in terms of traffic and transport (Chapter 13), air quality (Chapter 14) and noise (Chapters 15 and 16), Documents 5.13 to 5.16 respectively. National Grid has and continues to encourage any local resident who may have concerns during any stage of the Project to get in touch so National Grid can better understand their personal circumstances and address concerns where possible.

Theme	Sub-theme	Summary of Response	Change to Scheme Y/N	Regard had to response
				<p>Well-being Report</p> <p>National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.</p> <p>Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (Document 5.27).</p> <p>The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.</p> <p>Welsh Language Impact Assessment</p> <p>A Welsh Language Impact Assessment (WLIA) has been undertaken for National Grid by a North Wales based consultancy specialising in undertaking such assessments. The assessment is included in Volume</p>

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				<p>5 of the DCO application (Document 5.27). The scope and approach of the WLIA was discussed and agreed with IACC and Gwynedd Council, and aligns with the relevant national and local guidance. A draft WLIA was issued to IACC, Gwynedd Council and Welsh Government for comment ahead of submission.</p> <p>The WLIA considered effects on five key aspects of community life: population characteristics, quality of life, economic factors, infrastructure supply and social and cultural aspects. Where effects on Welsh language have been identified as part of the WLIA, mitigation and/or enhancement measures have been proposed as necessary in order to address those effects.</p> <p>Control and management measures for construction of the Project are set out in the Construction Environmental Management Plan (CEMP) (Document 7.4). The CEMP contains a section on Code of Conduct. It specifies that the contractor will be a member of the Considerate Constructors Scheme and will adhere to a Code of Conduct. The Code of Conduct will include sections on respecting the environment, respecting communities and respecting Welsh Language and Welsh Culture. Information will be provided to workers on language awareness, local linguistic and cultural context and how to demonstrate linguistic courtesy and cultural sensitivity. Site inductions and toolbox talks, will include information about Welsh language words and phrases, and information on resources for learning Welsh.</p>

11.3 Feedback received from the local community on the overall Project (non-section specific)

- 11.3.1 This section summarises comments submitted by the public that do not relate to a particular section of the route or where a particular section has not been specified. These comments relate either to the route overall or to the principles behind the Project. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.
- 11.3.2 This section excludes comments received on the consultation process as these are discussed at **Section 11.15**.
- 11.3.3 Where considered helpful, verbatim quotes from feedback have been used to broadly represent the points being discussed. These are provided in quotation marks and *italics*, with the source noted.

Project and Principles

Policies, guidelines and precedents

- 11.3.4 Many respondents reference the Holford Rules as part of their response. Almost all of these respondents reference the high concentration of cables or ‘wirescape’ in the Section E area, and suggest this contravenes Holford Rules and, according to most of these respondents, National Policy Statement EN-5. The majority of these respondents provide identical or near identical text as part of a campaign response.
- 11.3.5 The small number of respondents not mentioning Section E comment that National Grid will have difficulty satisfying the Holford Rules since the island is so low lying. Two of these respondents specifically mention Rhosgoch and Rhosybol as particular locations of concern.
- 11.3.6 A few respondents mention power transmission or similar projects elsewhere in the UK (Cumbria, Shell pipeline from Anglesey) and internationally (Germany), querying why this current project cannot take a similar approach to using alternatives to overhead lines.
- “Why is National Grid removing pylons from the Lake District surly [sic] is Anglesey not as beautiful as the Lake District.” (Source: Member of the public - User ID 103034)*
- 11.3.7 A small number of respondents reference relevant policies or political contexts that they would like National Grid to take into account, including:
- the Welsh Government’s Future Generations Act;
 - the Visual Impact Provision utilised to underground power cables elsewhere in the UK; and
 - the UK Government policy on power transmission, which the respondents say should move away from pylons, or away from large nuclear schemes in remote locations and towards renewables;
- 11.3.8 One respondent implies the transmission route should be located in the Lake District, saying there are no pylons there currently.

NATIONAL GRID’S RESPONSE

Compliance with the Holford Rules and National Policy Statements

National Grid recognises that new infrastructure connecting new power stations to the electricity transmission system may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient under the Electricity Act 1989 and under the

National Policy Statements relating to electricity lines (EN-1 and EN-5).

National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance with the existing overhead line in the landscape. In this way, the synchronised designs do not result in a 'discordant wirescape', in accordance with the guidance set out in the Holford Rules. National Grid also proposes to remove smaller overhead lines and distribution network wood poles, which would further reduce the potential effects of the wirescape in the locality.

National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One and Stage Two Consultations, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.

National Grid has given detailed consideration to the design of the proposed connection near Rhosgoch and Rhosybol. As a result of the land use and features of the area, National Grid is proposing to replace a section of the existing overhead line so as to reduce the long term effects of the new connection on the landscape and local communities. In doing so a closely synchronised overhead line design has been achieved along a preferred route alignment, which National Grid considers complies with the policy considerations set out in the National Policy Statements.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

The connection in Section E

In the Menai Strait area National Grid has proposed the use of a tunnel to carry the connection between Anglesey and north Gwynedd. Where the connection approaches the Menai Strait area the location of the overhead line is just one element of the required 'end to end' solution that is needed to deliver the connection. The other elements include the tunnel, shafts, tunnel head houses and cable sealing end compounds. The location of all the elements must work together to provide an end to end solution, and the location of each element is affected by factors such as geological conditions, engineering and environmental considerations, health and safety, consultation feedback and cost.

National Grid considers that the Project provides the most appropriate balance of all the factors that fall to be considered, with the connection placed in a tunnel in the area of the Menai Strait, routeing the second overhead line away from the existing overhead line in Section E.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

Comparison with other schemes

In August 2012, National Grid published its Approach to the Design and Routeing of New Electricity Transmission Lines which states:

“Whether the preferred route corridor is predominately overhead, underground or sub-sea, detailed survey and assessment work is carried out to find the alignment of the transmission line which best satisfies all of our obligations and the needs of stakeholders. In doing this we seek to avoid as far as possible any impacts on people, settlements, and environmentally sensitive areas. We continue to refine the route alignment to minimise any visual and other environmental impacts, in consultation with stakeholders and

communities.”

The routing of new transmission lines is informed by the results of consultation and experience of major transmission infrastructure projects. The approach complies with the requirements of the Electricity Act 1989, National Policy Statements EN-1 and EN-5, and retains the principles of the Holford Rules which provide guidance on the routing of overhead lines.

The approach to the routing of new electricity transmission lines set out in the National Grid 2012 publication is used as guidance for all of National Grid’s project teams and also provided to stakeholders to provide a transparent and clear understanding of how National Grid designs its transmission lines to meet its statutory obligations.

National Grid is progressing a number of new transmission connections within England and Wales. As a national transmission company, National Grid needs to apply a consistent approach to its design decisions across the entire transmission system.

This consistent approach includes taking into account any nationally and internationally important designations such as National Parks, Areas of Outstanding Natural Beauty (AONBs), and Special Areas of Conservation (SACs). Where National Grid’s projects cannot reasonably avoid such designations, a mix of technologies may be the appropriate choice, and this is the case in North Wales and other parts of the UK.

As part of the North West Coast Connection Project, required for the proposed Moorside nuclear power station in Cumbria, National Grid has proposed an overhead line with the connection placed underground as it passes through the Lake District National Park and beneath Morecombe Bay SAC.

The Hinkley C Connection Project, required for the Hinkley C nuclear power station in Somerset, received development consent in January 2016 for an overhead line connection with an underground section to avoid an AONB.

The Richborough Connection Project, required to connect the Nemo Link® (an electricity interconnector between Belgium and Kent) to National Grid’s high voltage electricity network, received development consent in August 2017 for an entirely overhead line connection.

Consistent with the approaches above, the North Wales Connection Project includes an underground section under the Anglesey AONB and the area of the Menai Strait, where it is considered an overhead line would have the most significant visual effects.

Alternative technological options

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid’s proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to

Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Use of the Shell Pipeline

National Grid investigated the option of using the former Shell pipeline when developing its proposals.

Placing the cables inside the pipe gives rise to a number of technical challenges which National Grid considered to be insurmountable and that could potentially compromise the connection. These included, among other things, installation and jointing difficulties, access for repairs following faults and poor heat dissipation.

Visual Impact Provision project

Separately to the routing of new connections, National Grid has been allocated £500m by Ofgem to carry out work to help reduce the visual impact of existing transmission lines in English and Welsh AONBs and National Parks. Referred to as the Visual Impact Provision (VIP) project, this represents a major opportunity to conserve and enhance the natural beauty, wildlife and environmental heritage within the most protected landscapes, recognising up-to-date planning policy.

In 2014, twelve of National Grid's existing transmission lines in eight AONBs and National Parks were identified as having the most significant visual impact. In September 2015 the VIP project's Stakeholder Advisory Group (which includes Welsh Government, Cadw, National Parks Wales, NRW and Visit Wales amongst others) considered a wide range of factors and recommended that four schemes be taken forward for potential engineering feasibility work, which include an area in the Snowdonia National Park.

The VIP project is funded differently to new connections and the allocation of £500m by Ofgem is for that purpose only.

Although undergrounding is being considered in these areas, it is also recognised that this technology can have significant environmental effects, for example on ecological receptors. This needs to be balanced against the reduction in visual impact.

Well-being of Future Generations (Wales) Act 2015

National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.

Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (**Document 5.27**).

The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.

Requirement to connect Wylfa Newydd

Wales and the rest of the UK needs new secure and reliable energy supplies while at the same time tackling climate change. This means a large investment in new low carbon power sources. This new energy needs to be able to get to the homes and businesses that need it throughout Wales and the UK, via the national electricity grid.

In the overarching National Policy Statement for Energy (EN-1) (July 2011), the Government sets out the need for all types of nationally significant energy infrastructure projects, including new nuclear power stations. EN-1 states that “*nuclear power generation is a low carbon, proven technology, which is anticipated to play an increasingly important role as we move to diversify and decarbonise our sources of electricity. It is Government policy that new nuclear power should be able to contribute as much as possible to the UK’s need for new capacity.*” The National Policy Statement for Nuclear Power Generation (EN-6) (July 2011) identified Wylfa as a site that the Government has determined is potentially suitable for the deployment of a new nuclear power station before the end of 2025.

National Grid is contractually obliged to connect Horizon Nuclear Power’s proposed nuclear power station, Wylfa Newydd. To do this, National Grid needs to build a new connection as the existing infrastructure does not have sufficient capacity to provide a secure and reliable connection for this new power station. The existing network was sufficient to connect the now decommissioned Wylfa A Magnox station as this had a much lower capacity than the proposed Wylfa Newydd.

The National Electricity Transmission System Security and Quality of Supply Standard (SQSS) defines the minimum standards that must be applied when planning and operating the electricity transmission system in the UK. It states that following the concurrent fault outage of any two transmission circuits (e.g. the two existing circuits between Wylfa and Pentir) the loss of power infeed shall not exceed 1.8GW. This is in order to safeguard the reliable operation of the grid system. Given that the proposed Wylfa Newydd power station has a capacity of 2.8GW, additional circuits would therefore be needed to comply with the SQSS and National Grid’s duties under the Electricity Act.

National Grid is contractually bound to connect Wylfa Newydd nuclear power station, for which a DCO application was submitted in June 2018 by Horizon Nuclear Power and accepted by PINS. National Grid must work towards meeting its contractual obligations to connect Wylfa Newydd, proceeding on the basis that the new nuclear power station is going ahead. If, for any reason, Wylfa Newydd does not go ahead, National Grid would not build a connection for it.

The need for the Project is set out in more detail in National Grid’s updated Project Need Case as submitted with the application for development consent (**Document 7.1**).

Wylfa Newydd and nuclear power

- 11.3.9 Some respondents say that they oppose nuclear as a form of energy generation or that it is unnecessary. Others express support for the new Wylfa station, or say that they support it but still have concerns about the impact of the proposals for pylons to transmit the electricity – for example due to cumulative visual impact with the power station itself.

“I don’t support the Wylfa Newydd scheme either and consider that this area is having to pay a very high price to supply electricity to the remainder of the country.”
(Source: Member of the public - User ID 103034)

- 11.3.10 A few respondents challenge the overall Need Case for the Project because they query whether the new Wylfa station will go ahead or disagree with the decision to build it on Anglesey. Some respondents suggest that the power station should be built closer to consumers.
- 11.3.11 The one business commenting on this topic noted that they are happy to play their part in energy generation.

NATIONAL GRID’S RESPONSE

The need for the Project

Wales and the rest of the UK needs new secure and reliable energy supplies while at the same time tackling climate change. This means a large investment in new low carbon power sources. This new energy needs to be able to get to the homes and businesses that need it throughout Wales and the UK, via the national electricity grid.

In the overarching National Policy Statement for Energy (EN-1) (July 2011), the Government sets out the need for all types of nationally significant energy infrastructure projects, including new nuclear power stations. EN-1 states that “*nuclear power generation is a low carbon, proven technology, which is anticipated to play an increasingly important role as we move to diversify and decarbonise our sources of electricity. It is Government policy that new nuclear power should be able to contribute as much as possible to the UK’s need for new capacity.*” The National Policy Statement for Nuclear Power Generation (EN-6) (July 2011) identified Wylfa as a site that the Government has determined is potentially suitable for the deployment of a new nuclear power station before the end of 2025.

National Grid is contractually obliged to connect Horizon Nuclear Power’s proposed nuclear power station, Wylfa Newydd. To do this, National Grid needs to build a new connection as the existing infrastructure does not have sufficient capacity to provide a secure and reliable connection for this new power station. The existing network was sufficient to connect the now decommissioned Wylfa A Magnox station as this had a much lower capacity than the proposed Wylfa Newydd.

The National Electricity Transmission System Security and Quality of Supply Standard (SQSS) defines the minimum standards that must be applied when planning and operating the electricity transmission system in the UK. It states that following the concurrent fault outage of any two transmission circuits (e.g. the two existing circuits between Wylfa and Pentir) the loss of power infeed shall not exceed 1.8GW. This is in order to safeguard the reliable operation of the grid system. Given that the proposed Wylfa Newydd power station has a capacity of 2.8GW, additional circuits would therefore be needed to comply with the SQSS and National Grid’s duties under the Electricity Act.

National Grid is contractually bound to connect Wylfa Newydd nuclear power station, for which a DCO application was submitted in June 2018 by Horizon Nuclear Power and accepted by PINS. National Grid must work towards meeting its contractual obligations to connect Wylfa Newydd, proceeding on the basis that the new nuclear power station is going ahead. If, for any reason, Wylfa Newydd does not go ahead, National Grid would not build a connection for it.

The need for the Project is set out in more detail in National Grid’s updated Project Need Case as submitted with the application for development consent (**Document 7.1**).

Likely significant cumulative effects arising from the North Wales Connection Project in combination with other developments in North Wales, including Wylfa Newydd, is considered in Section 10 of each of the topic specific chapters of the ES (**Documents 5.7 to 5.18**) and the inter-project cumulative effects assessment is presented in Chapter 20 of the ES (**Document 5.20**).

Strategic Options

A subsea or other alternative

- 11.3.12 Several respondents state their preference for a subsea transmission option. In many cases, respondents simply state their preference, including two petition responses, signed by 916 and 21 people respectively. In other cases, respondents provide further justification for their preference, including:

- this technology is feasible – it has been used successfully elsewhere in the UK and internationally;

- general opposition to overhead lines, including references to local opposition;
- subsea would be cheaper in the long-term or worth the additional cost, taking into account the relatively low cost per household over many years;
- investing in this technology and would make the connection fit for the modern day;
- benefits to the local landscape, biodiversity, communities, and safety/security compared to overhead lines.

11.3.13 A few respondents ask that National Grid consider the Penrhos route.

NATIONAL GRID'S RESPONSE

When designing new connections National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part.

Consideration of subsea options

Subsea connection options for Wylfa Newydd present technical and cost challenges.

In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.

National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.

Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (**Document 7.2**).

A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.

National Grid has used subsea interconnectors which use HVDC technology on other projects; however, these are all of a much smaller capacity than is required in North Wales. Many of National Grid's subsea interconnectors are of a different technology type – current source converters, or CSC – and are connecting transmission systems not

electricity generators.

In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**), which provides details of the strategic options considered, including subsea connections, and the reasons for selecting the preferred option.

Placing the connection underground

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.

Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.

Safety and security

National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on security of supply and safety. These take into account what should happen in the event of an unplanned incident and the loss of a connection to a major generator. In such circumstances, there are safeguards in

place to make sure the network can cope. National Grid has teams who do regular scenario planning to make sure the organisation is always prepared for potential unplanned events. By way of assurance, National Grid assesses its network against important performance indicators which have found that the national electricity network is 99.9% reliable.

All technology options including subsea and underground connections require some above ground infrastructure (such as substations, sealing end compounds, converter stations). To a certain extent, all National Grid's infrastructure – whether above or below ground – is potentially vulnerable to extreme scenarios. As such, this would not be a strategic reason to choose underground technology rather than overhead. Indeed, in the event of an incident, access for operation, repair and the speed at which this can be achieved is much quicker on overhead, when compared to underground, connections. It's also worth noting that other nuclear power stations in the UK have been connected using two sets of overhead lines for a number of years. For example, Sizewell B nuclear power station in Suffolk has been generating energy since 1995 and is connected with two parallel overhead lines.

National Grid is responsible for the safe and reliable operation of the proposed connection and is absolutely committed to this. National Grid follow all relevant guidelines to make sure its connections are robust in the face of any incident, whether intentional or accidental. The organisation follows a stringent process to meet security standards when designing new connections as outlined in the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS). National Grid is confident that the Project is fully compliant with the NETS SQSS.

The Penrhos route or 'hybrid option'

The Penrhos route, referred to as the 'hybrid option', would involve the construction of a new overhead line on the western half of Anglesey, replacing the current 132 kV, a section of subsea cable between Valley on Anglesey and the west Gwynedd coast, and either an overhead line or underground cable a new substation of the existing overhead line from Pentir to Trawsfynydd.

This option was considered as a direct result of feedback to the Stage One Consultation, but was discounted for the reasons provided below:

Whilst the development of a new substation could facilitate the removal of part of the existing smaller overhead line that already crosses the western half of the island, this would only partially reduce the effects of the new line. The 'hybrid option' would also involve the installation of very long lengths of buried cable (totalling at least 180 kilometres of individual cable), the vast majority of which would be laid on the seabed. Assuming a sixty year operating period for the Wylfa Newydd power station this cable is likely to need replacing at some point in the future, and could be susceptible to damage by seabed movement or maritime activities such as anchoring or dredging.

In both instances this would greatly increase the capital and lifetime costs of this option in comparison with an equivalent overhead line.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**), which provides details of the strategic options considered, including the hybrid option, and the reasons for selecting the preferred option.

Investing in new technology

National Grid monitors and supports technological advances in electricity transmission, working closely with suppliers around the globe and seeks to innovate and apply technological advances wherever possible.

Section Corridors and Options

Support and opposition

- 11.3.14 Many respondents challenge the current overall route proposals. In some cases, respondents express general opposition or query the decision making process, in particular what they perceive to be the overriding focus on cost.
- “It would seem that the National Grid, in its planning process, seems to be governed by one overriding principle; to recommend the cheapest method that could be considered politically acceptable. But it is for elected representatives to finally decide the strategy that meets environmental and social needs whilst achieving its primary function to connect Wylfa Newydd to the wider network. The Grid should be formulating a diversity of schemes for consideration and not confining itself to its preferred option.” (Source: Member of the public - User ID 101929)*
- 11.3.15 A small number of respondents stress the need for National Grid to consider future developments in local energy generation and to design a scheme that would have capacity to cope with additional transmission demands, to avoid the need for further new lines in the future.
- 11.3.16 A small number of respondents state explicit support for National Grid’s current proposals, citing the degree to which it fits with existing infrastructure and landscaping, the fact that it follows the existing line, or the overarching need for the Project.

NATIONAL GRID’S RESPONSE

Approach to routeing

In August 2012, National Grid published its Approach to the Design and Routeing of New Electricity Transmission Lines which states:

“Whether the preferred route corridor is predominately overhead, underground or sub-sea, detailed survey and assessment work is carried out to find the alignment of the transmission line which best satisfies all of our obligations and the needs of stakeholders. In doing this we seek to avoid as far as possible any impacts on people, settlements, and environmentally sensitive areas. We continue to refine the route alignment to minimise any visual and other environmental impacts, in consultation with stakeholders and communities.”

The routeing of new transmission lines is informed by the results of consultation and experience of major transmission infrastructure projects. The approach complies with the requirements of the Electricity Act 1989, National Policy Statements EN-1 and EN-5, and retains the principles of the Holford Rules which provide guidance on the routeing of overhead lines.

The approach to the routeing of new electricity transmission lines set out in the National Grid 2012 publication is used as guidance for all of National Grid’s project teams and also provided to stakeholders to provide a transparent and clear understanding of how National Grid designs its transmission lines to meet its statutory obligations.

National Grid does not have an inherent preference for a technology type when developing its connections, and uses the published Approach to the Design and Routeing of New Electricity Transmission Lines process to determine the appropriate balance.

After careful consultation and appraisal of all options National Grid considers the overhead line and tunnel in the Menai Strait area presents the most appropriate balance of environmental, socio-economic, technical and cost considerations.

Decision making process

National Grid’s decision-making process has been informed by engineering work, technical surveys, consultation feedback and a detailed options appraisal undertaken by

topic specialists to assess options in the context of environmental, socio-economic, technical and cost considerations. National Grid considers that the Project provides the most appropriate balance of all the factors that fall to be considered. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has taken into account concerns from communities and businesses about the potential effects of the proposed overhead line and, where appropriate, has worked to reduce these through routeing, pylon choice and mitigation. National Grid considers that keeping the two lines closely parallel for much of the route reduced the geographical extent of effects from overhead transmission lines. This approach was supported in consultation feedback from the Stage One Consultation, which indicated a preference for keeping the connections parallel to keep effects from spreading to areas currently unaffected by 400kv overhead line infrastructure.

National Grid has continued to back-check its decisions throughout the design process to ensure the continued appropriateness of the scheme for which development consent is being sought as summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Future energy developments

National Grid is aware of other proposed generation projects in the North Wales area. These projects may or may not come forward at some point in the future. If any projects do come forward, National Grid will be obliged to provide an offer of connection; and on acceptance of that offer provide the most economic, co-ordinated and efficient solution to connect the project in question. National Grid can only assess the connection options for these projects if and when a connection application is received and a connection offer is signed. Nevertheless, if other generation projects in the project area come forward it is likely that the new generation capacity will be of a level that will be able to be accommodated on the infrastructure proposed for the connection of Wylfa Newydd, thus not requiring additional significant additional infrastructure in North Wales.

In addition, smaller generation projects can also apply to be connected via the local distribution network operator, who builds and maintains the local electricity network that connects in to the national electricity transmission system.

Alternatives

- 11.3.17 Several respondents (including a petition signed by 21 people) say they would prefer the whole route to be underground. Some provide further detail, for example citing lower impact on people or the environment compared with overhead lines.
- 11.3.18 Respondents add that burying cables has been affordable elsewhere, that the additional cost per householder over time would not be much, and that the longer term costs to the environment, tourism industry and local community should be taken into account.
- “WHY? Yet again the cost is the main overriding issue!! You've place no value on the destruction and environment and the lessons and changes being made in the Lake District.” (Source: Member of the public - User ID 322)*
- 11.3.19 Others ask for more detailed cost data. Two respondents, including one petition with 916 signatures, comment that the cost of undergrounding in Section E would be less than in other areas due to the presence of open agricultural land (rather than towns and villages).
- 11.3.20 A few respondents ask that consideration be given to burying the existing lines. One respondent suggests undergrounding near properties adjacent to the line.
- 11.3.21 Some respondents stress the need for any new overhead line to follow the existing one, to avoid unnecessary visual impact.

- 11.3.22 Two businesses comment on this topic, with one saying they oppose the proposed overhead line because this transmission method is unnecessary and the other saying the whole line should go underground or under the sea.

NATIONAL GRID'S RESPONSE

Placing the connection underground

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

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As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.

Information on cost

The Strategic Options Report (2015) (**Document 9.8.2**) and Strategic Options Report Update (2016) (**Document 9.8.3**) were both published as part of the statutory Stage Three Consultation. They provided information on the cost of strategic options considered, including the cost of placing the connection underground at the Menai Strait.

An updated Strategic Options Report has been provided as part of the DCO application (**Document 7.2**).

Place the existing line underground

In developing a new connection such as the North Wales Connection Project, the scope of the development is restricted to that required to meet the terms of the contracts National Grid has, as set out in the Project Needs Case (Document 7.1). Both the new and existing connections are required to enable safe and secure transmission of the energy from Wylfa Newydd. Aside from the transpositions required as part of the new, second connection, no changes to the existing pylons are necessary to deliver the North Wales Connection Project.

Following the existing line

National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance with the existing overhead line in the landscape. In this way, the synchronised designs do not result in a ‘discordant wirescape’, in accordance with the guidance set out in the Holford Rules. National Grid also proposes to remove smaller overhead lines and distribution network wood poles, which would further reduce the potential effects of the wirescape in the locality.

National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One and Stage Two Consultations, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.

National Grid has developed proposals for screening planting and wider landscape enhancement to potentially further reduce visual effects upon isolated houses, farms and other small settlements.

National Grid’s response to feedback requesting that the connection be placed in the sea is provided under the theme ‘*Strategic Options*’ above. The response to questions regarding the need for the Project is provided under the theme ‘*Project and Principles*’ and sub-theme ‘*Wylfa Newydd and nuclear power*’ above.

Environment

Effect on landscape and views

- 11.3.23 A small number of respondents raise general concern about the impact of a second line of pylons on the local landscape (which is a UNESCO designated area), without referencing a specific location.

NATIONAL GRID’S RESPONSE

The Project has been planned to form a coherent appearance with the existing overhead line, which significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.

The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (**Document 5.7**) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

UNESCO Geopark designation

National Grid has considered geology where appropriate throughout the development of the Project, including the UNESCO Geopark designation. National Grid has identified the geological sites of special scientific interest across the project area and taken these into account during the project design process. Anglesey is designated as a Geopark with the large majority of the geosites and geological features located on the coast. All designated geological sites have been avoided through careful routeing. The UNESCO Geopark designation is considered in the geology, hydrogeology and ground conditions

chapter of the ES (Chapter 11, **Document 5.11**).

Environmental mitigation measures

- 11.3.24 A few respondents stress the need to preserve and minimise impact on the landscape in the Project area. The petition signed by 916 people asks that National Grid request funding from Ofgem to mitigate the visual impact by undergrounding, and one respondent suggests using a third crossing of the Menai Strait to mitigate the visual impact.

NATIONAL GRID'S RESPONSE

Consideration of landscape and visual effects

The Project has been planned to form a coherent appearance with the existing overhead line, which significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.

Throughout all the stages involved in the routing and design of the connection National Grid has considered how it can appropriately mitigate the effects of the Project. National Grid considers that keeping the two lines closely parallel for much of the route reduced the geographical extent of effects from overhead transmission lines. This approach was supported in consultation feedback from the Stage One Consultation, which indicated a preference for keeping the connections parallel to keep effects from spreading to areas currently unaffected by 400kv overhead line infrastructure. National Grid has also sought to avoid areas of higher ground, avoiding putting pylons into views that don't already have them. In certain locations where appropriate, the new connection transitions from one side of the existing line to the other to reduce effects.

In addition to the mitigation provided through the Project's design National Grid has included mitigation within the Order Limits; this includes landscape screening at the tunnel head houses. In addition, further measures such as boundary planting will be available where appropriate, which would provide benefits to individual properties and businesses.

The assessment of likely significant effects on the landscape is contained in Chapter 7 of the ES (**Document 5.7**) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

Ofgem funding

When designing new connections National Grid is required by national policy statements issued by the UK Government and its statutory duties to strike a balance between environmental, socio-economic, cost and technical considerations. This includes whether new routes should use overhead lines or underground or subsea cables, either throughout or in part.

National Grid builds, owns and operates its own electricity transmission network and associated infrastructure. New transmission infrastructure is built based on the future connection of new electricity generation and demand. National Grid pays the many millions of pounds it costs to build a new power transmission line up-front, which is then recovered from consumers through energy bills over the lifetime of the asset, typically 40 years. National Grid is regulated by Ofgem, who require justification of the proposed cost of a new connection in light of the relevant national policy and statutory duties. National Grid must be able to point to a clear policy case for funding for mitigation measures such as additional undergrounding.

Separately to the routing of new connections, National Grid has been allocated £500m by Ofgem to carry out work to help reduce the visual impact of existing transmission lines in English and Welsh AONBs and National Parks. Referred to as the Visual Impact Provision (VIP) project, this represents a major opportunity to conserve and enhance the

natural beauty, wildlife and environmental heritage within the most protected landscapes, recognising up-to-date planning policy. The VIP project is funded differently to new connections and the allocation of £500m by Ofgem is for that purpose only.

Third Menai Strait crossing

National Grid has worked, and continues to work, closely with Welsh Government on their plans for a third crossing at the Menai Strait. Welsh Government officials are keen to understand if it's possible for a bridge to carry the new electrical connection needed for Wylfa Newydd. As part of this, Welsh Government has commissioned National Grid to undertake a feasibility study into potential options to use the bridge.

There are a lot of things to consider before National Grid and Welsh Government will be able to understand if putting cables of the size required for the new electrical connection on a new bridge is possible. To our knowledge, there are no high voltage transmission cables on a bridge anywhere in the world. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out.

In addition, any proposal for a third Menai crossing put forward by Welsh Government needs to be consented and funded before it can go ahead.

At the same time, it's vital that National Grid is able to deliver a connection for Horizon in the mid-2020s, when it is expected that Wylfa Newydd would start generating. This is why National Grid is continuing with the plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.

Socio-economic

Effect on properties/communities (including effect on property value)

- 11.3.25 One respondent raises concerns about the potential impacts of proposals on the ability to sell property, without tying this to a particular location.

NATIONAL GRID'S RESPONSE

Effects on properties and communities

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid's guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are also considered in the visual assessment chapter of the ES (**Document 5.8**).

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be

sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Effect on business/tourism/local economy

- 11.3.26 A few respondents mention general concerns about the impacts of proposals on the local tourism and agriculture industries.

NATIONAL GRID'S RESPONSE

Effect on tourism and businesses

Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (**Document 5.7** and **5.8** respectively).

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.

Assessment of effects on tourism

The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.

National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant

effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Effect on agriculture

National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in **Table 9.1** and **9.3** of this Consultation Report and in the Design Report (**Document 7.17**). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.

The agriculture chapter of the ES (**Document 5.18**) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).

Socio-economic mitigation measures

- 11.3.27 Those respondents mentioning general socio-economic mitigation measures most commonly mention the need for compensation associated with impacts on land and properties.
- 11.3.28 One respondent asks that local firms or employees be used to undertake required works.

NATIONAL GRID'S RESPONSE

Compensation

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid has been and continues to be open to talking with any local resident who

may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Local employment

The construction period for the Project is anticipated to be six years with an estimated peak workforce in the region of 450 people. Construction of the overhead line, underground cables and tunnelling would involve specialist contractors, which are unlikely to be available locally. National Grid has and continues to work with IACC, Gwynedd Council and Welsh Government in relation to opportunities for local employment and the local supply chain as a result of the Project.

The socio-economics chapter of the ES (**Document 5.17**) includes consideration of indirect/induced employment and expenditure effects.

National Grid offers a range of apprenticeship opportunities around the UK. While the training is administered centrally, apprentices get the opportunity to work on regional projects. National Grid is delighted to have taken on board two apprentices from Porthmadog and Amlwch in the last few years. They split their time between Aston University, Eakring training centre and Pentir. The apprentices have gained experience working across North Wales, including the North Wales Connection Project, and play an important role within the project team while continuing to learn valuable engineering skills.

Health, Safety and Security

General health concerns and EMF concerns

- 11.3.29 A few respondents express general concern about the possible health impact of pylons and overhead cables, including reference to general health risks and cancer. Some of these respondents specifically mention concerns about electromagnetic fields (EMFs).

“There is a real concern about the impact of two rows of pylons and cables on the health of the population. How much research has been undertaken into links with cancer – EMFs.” (Source: Member of the public - User ID 102524)

- 11.3.30 One respondent comments that they understand installation of underground cables is more dangerous than the use of pylons and say they would like there to be more publicity of this.

NATIONAL GRID’S RESPONSE

Health and Electric and Magnetic Fields (EMFs)

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid’s approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of

chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that *"...Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern."*

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Safety considerations

- 11.3.31 One respondent suggests that terrorists could disrupt the electricity supply more easily if a pylon option is used, and thus advocates an underground solution.

NATIONAL GRID'S RESPONSE

Safety and resilience of the connection

National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on security of supply and safety. These take into account what should happen in the event of an unplanned incident and the loss of a connection to a major generator. In such circumstances, there are safeguards in place to make sure the network can cope. National Grid has teams who do regular scenario planning to make sure the organisation is always prepared for potential unplanned events. By way of assurance, National Grid assesses its network against important performance indicators which have found that the national electricity network is 99.9% reliable.

All technology options including subsea and underground connections require some above ground infrastructure (such as substations, sealing end compounds, converter stations). To a certain extent, all National Grid's infrastructure – whether above or below ground – is potentially vulnerable to extreme scenarios. As such, this would not be a strategic reason to choose underground technology rather than overhead. Indeed, in the event of an incident, access for operation, repair and the speed at which this can be

achieved is much quicker on overhead, when compared to underground, connections. It's also worth noting that other nuclear power stations in the UK have been connected using two sets of overhead lines for a number of years. For example, Sizewell B nuclear power station in Suffolk has been generating energy since 1995 and is connected with two parallel overhead lines.

National Grid is responsible for the safe and reliable operation of the proposed connection and is absolutely committed to this. National Grid follow all relevant guidelines to make sure its connections are robust in the face of any incident, whether intentional or accidental. The organisation follows a stringent process to meet security standards when designing new connections as outlined in the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS). National Grid is confident that the Project is fully compliant with the NETS SQSS.

Engineering, Design and Construction

- 11.3.32 A few respondents comment on pylon design, including the use of sculpted or more aesthetically appealing pylons, colouring them to match the environment, and using lower height pylons.
- “You will note that Landsnet Power Company has launched a competition asking people to create artwork based on the pylons. This would be a good idea and would boost tourism in the area. This would completely transform the argument about the harmful impact of pylons on tourism, and would increase tourism rather than harm it.” (Source: Member of the public - User ID 123)*
- 11.3.33 One respondent comments that matching pylon height, space and dimensions with the existing line would reduce visual impact.
- 11.3.34 One respondent provides a detailed suggestion concerning the use of undergrounding in ducts rather than using conventional underground cables. They comment that this would use a narrower strip of land and that heat lost from a duct-based system could be used for an energy recovery system and, for example, applied horticultural or agricultural use.

NATIONAL GRID'S RESPONSE

Pylon design

National Grid has undertaken a detailed review of all possible pylon types that would achieve the technical requirements of the Project (including the T-pylon design). After careful consideration of the environmental, socio-economic, technical and cost issues associated with each, along with consultation responses, National Grid considers that the use of the standard lattice pylon design represents the most appropriate solution, having regard to the relationship with the existing overhead line. The proposed design is of similar height but overall has a lighter weight design and look thinner than those used on the existing overhead line.

Where the use of low height lattice pylons is considered to have benefits from the environmental and socio-economic perspectives, these have been proposed; specifically in the approaches to the two sealing end compounds. This includes the use of three low height pylons in the view south from the village of Star.

Considerations in respect of pylon design are detailed further in the Draft Route Alignment Report Wylfa to the Menai Crossing Area (**Document 9.5**) and in the Design Report (**Document 7.17**).

Use of cable ducts and an energy recovery system

Underground cable systems are designed to lose very little heat during operation, and so reduce electrical losses and minimise any effect on surrounding ground. If the connection for Wylfa Newydd were to be placed underground, heat would be generated

along the linear alignment of the cables, so any equipment to capture this heat would have to be installed parallel and close to the cable alignment. This means that any heat captured would have to be pumped via an insulated pipe or tube to a location where it could be utilised, via heat-exchangers, to gather and gain benefit from the energy. The further the heat-exchangers are from the source of the heat, the less efficient the system becomes. The energy loss would be significant over the length of the connection for Wylfa Newydd. If put in place for a project of this nature, an energy recovery system would, therefore, not be effective as any energy recovered would be negated by the power required to pump it over such distances.

National Grid has experience of waste heat recovery as it is currently trialling heat recovery systems in three substations across the country to assess the performance and potential efficiency gains from three different variations of heat recovery systems. However, in these instances (in contrast to the linear Wylfa Newydd connection described above) energy is being recovered in high levels in a relatively small area and exported to buildings nearby, within the substation site.

Given the small amount of waste heat likely to be extracted and the considerable cost of such a system, National Grid does not consider that a buried cable with a waste heat recovery system is a suitable technology option for the Wylfa Newydd connection.

In general, when undergrounding in agricultural land cables will only be installed in ducts where there are obstructions to the use of 'conventional direct buried cables', such as roads and rivers. This is due to the length of time required for construction and additional technical considerations such as the earthing distances required and heat generation. In either case, both methods involve using open trenches and a similar working width, therefore the strip of land required is also generally similar.

Transport and Traffic

- 11.3.35 There is a concern that the Project might put additional stress on Britannia Bridge, which respondents say is already very busy, leading to potential closure of lanes. Other respondents raise concerns about the A55, stressing its importance to the local economy.
- 11.3.36 To mitigate the perceived traffic impact of the development, one respondent asks for a new railway station to be built south of the island, to reduce road traffic.

NATIONAL GRID'S RESPONSE

Consideration of the Britannia Bridge and A55

Likely significant traffic and transport effects of the Project have been assessed. The scope of the Transport Assessment has been agreed with Welsh Government, IACC and Gwynedd Council, including the extent of the trunk road network that has been assessed. This covers the A55, A487 and A5 and Britannia Bridge. Detail is set out in the traffic and transport chapter of the ES (**Document 5.13**) and the Transport Assessment (**Document 5.13.2.1**).

The ES, along with a more detailed Transport Assessment report, takes into consideration the traffic and transport effect of relevant schemes that could result in a cumulative effect, including Wylfa Newydd.

Use of rail for transportation

The nature of overhead line construction can involve numerous concurrent work locations which construction workers, equipment and materials have to reach. It is therefore not feasible to use the railway to transport workers and/or goods for the overhead line.

The potential to use the railway to transport spoil from the tunnel and to bring in concrete lining segments has also been considered. There are no existing sidings or rail loading facilities in close proximity to either tunnel head house sites or substation locations. The

amount of material being generated from the tunnel or substation works would make the construction of such a siding or rail loading facility for this purpose unviable. Furthermore, the construction of a siding would require a significant amount of materials and therefore HGV movements in itself. In any case, the use of any other sidings in the region would not reduce the amount of HGV movements generated, as the tunnel spoil would need to be transported to these facilities by road and any materials would need to be transported from these facilities to the construction sites by road.

11.4 Feedback received from the local community on the Wylfa to Pentir route (all sections)

- 11.4.1 The paragraphs below summarise comments that discuss the route as a whole as well as comments that do not specify which section of the Wylfa to Pentir route they are referring to. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.
- 11.4.2 The paragraphs below reflect a substantial number of responses that were received from an organised submission stating its opposition to a new overhead line and calling on National Grid to investigate alternative means of transmission.

General Comments

Support and Opposition

- 11.4.3 Many respondents, both campaign and individual, state their opposition to a new overhead line across Anglesey because of the perceived socio-economic, visual and health impact, especially when considered in the context of the existing line. Some respondents also reference the opinions expressed by MPs, councillors and other members of the public to illustrate the scale of opposition.
- 11.4.4 Conversely, a couple of respondents express explicit support for the proposals without elaborating further.
- 11.4.5 Of the small number of business respondents making general comments about the Wylfa to Pentir route, two express explicit opposition to proposals for more overhead lines or pylons in the area. One of them adds that they would like to see all the power lines buried underground, including existing and proposed lines. One business respondent asks for undergrounding without explicitly opposing the proposals. In contrast, one business respondent says that they think they think this is a welcome development for the island.

NATIONAL GRID'S RESPONSE

Consideration of socio-economic and visual effects

As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

National Grid seeks to reduce the effects on communities and residents through routing and design decisions, and is committed to making timely design decisions in order to reduce any concern or uncertainty about the proposals.

After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the

appropriate balance of environmental, socio-economic, technical and cost considerations.

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid's guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate.

The assessment of likely significant socio-economic effects is contained in Chapter 17 of the ES (**Document 5.17**) and the assessment of likely significant visual effects is contained in Chapter 8 of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

Health effects

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that *"....Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern."*

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety

standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Placing the new connection underground

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.

Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.

Place the existing line underground

In developing a new connection such as the North Wales Connection Project, the scope of the development is restricted to that required to meet the terms of the contracts National Grid has, as set out in the Project Needs Case (**Document 7.1**). Both the new and existing connections are required to enable safe and secure transmission of the energy from Wylfa Newydd. Aside from the transpositions required as part of the new, second connection, no changes to the existing pylons are necessary to deliver the North Wales Connection Project.

Alternatives

- 11.4.6 Many respondents ask for alternative means of transmission – mainly subsea or underground – noting that National Grid is doing this in other parts of the country and the same approach should be used in Anglesey. Referencing older projects, respondents also point out that undergrounding is technically viable and has been done before in the area.
- 11.4.7 The cost of undergrounding is a widely-discussed topic, with respondents questioning National Grid’s estimates or noting that the cost to the environment and local economy should also be considered and that Anglesey should not pay the price for something that would be used across the UK.

“Costs of Underground Transmission. National Grid state that this is not desirable due to the increase cost having to be passed on to the consumers nationally! surely this is the not the correct approach. Why should a small number of people bear the burden of the disruption and loss in value of their homes in order to subsidise the cost of electricity to millions throughout the UK? No Equality there!...”
(Source: Member of the public - User ID: 102434)

- 11.4.8 Several respondents argue that the cost of undergrounding should be shared among all consumers and that when spread over the lifetime of the Project, it is in fact not as expensive as National Grid implies and ask for a new detailed cost assessment. One respondent adds that the money earmarked for tunnelling could be used instead for burying some of the proposed sections in the Anglesey route.
- 11.4.9 Other specific routing suggestions include:

Wholly underground options

- Mimic the Dinorwig route - lay the cables underground to Rhosgoch, and under the old railway track to Gaerwen, then continue underground to Anglesey SEC.
- Use the empty oil pipelines to underground the lines.
- Use cut and cover to install a five metre duct across Anglesey and lay the cables until the former Central Anglesey railway station or A55; to cool off the cables, use the power station cooling system or heat pumps and utilise the recovered energy for district heating or horticulture.

Hybrid options

- Build a new overhead line from Wylfa to Valley, followed by a subsea link and then a short underground section to Penygroes where it could connect to the existing Pentir-Trawsfynydd line at a new 400kV substation; at the same time a new 400kV substation can be built at Caergeiliog (Valley) for connection to Holyhead and Anglesey via the 132kV route which, following a subsea routing, would also connect to the existing Pentir-Trawsfynydd line; the additional overhead line and substation would make the connection more resilient and would provide capacity to RAF Valley.
- Use the existing 132kV line from Wylfa towards Holyhead and then down to Penrhos.
- Build a route from Wylfa to Holyhead.

Alternative pylon routes

- Follow a main highway from Wylfa to Valley and then along the A55, since this route would provide easy access to all pylons; the same respondent suggests building a substation in Cemaes and following the existing line to Pentir.
- 11.4.10 Several respondents ask for the existing pylons to be removed, some suggesting that they are no longer in use.

NATIONAL GRID'S RESPONSE

When designing new connections National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part.

Alternative suggestions for the technology proposed or location of the connection were considered as part of the review of the design following Stage Three Consultation. This review took account of consultation feedback received, including the specific routing suggestions outlined above. In the case of these suggestions, no amendments were made to the design of the proposed connection for the reasons summarised below under '*Specific routing suggestions*'.

Information on cost

National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills. National Grid is regulated by Ofgem, who require justification of the proposed cost of a new connection in light of the relevant national policy and statutory duties.

The Strategic Options Report (2015) (**Document 9.8.2**) and Strategic Options Report Update (2016) (**Document 9.8.3**) were both published as part of the statutory Stage Three Consultation. They provided information on the cost of strategic options considered, including the cost of placing the connection underground at the Menai Strait.

An updated Strategic Options Report has been provided as part of the DCO application (**Document 7.2**).

Consideration of subsea options

Subsea connection options for Wylfa Newydd present technical and cost challenges.

In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.

National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.

Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (**Document 7.2**).

A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.

In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**), which provides details of the strategic options considered, including subsea connections, and the reasons for selecting the preferred option.

Placing the connection underground

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.

Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.

Specific routeing suggestions

In addition to the cost considerations explained above, the following factors fed in to consideration of the alternative options suggested in the consultation feedback.

Mimic the Dinorwig route: National Grid has three buried cables running between Dinorwig and Pentir. In the case of the North Wales Connection Project a minimum of six buried cables would be required. The width of the disused branch line between Rhosgoch and Gaerwen is insufficient to accommodate the required number of cables and the route is significantly restrained as it runs through Llangefni. Therefore, this is not considered a viable route for underground cables. Any such installation would also prevent any possible reopening of the rail line in whole or in part.

Use the Shell pipeline: National Grid investigated the option of using the former Shell pipeline when developing its proposals. Placing the cables inside the pipe gives rise to a number of technical challenges which National Grid considered to be insurmountable and that could potentially compromise the connection. These included, among other things, installation and jointing difficulties, access for repairs following faults and poor heat dissipation.

Use cut and cover: The installation of a major cut and cover tunnel across Anglesey would be more disruptive and costly than the installation of underground cables using direct burial techniques. National Grid does not consider that the use of underground cables across the entire route from Wylfa to Pentir using direct burial or a cut and cover technique is justified in planning policy terms.

The Penrhos route or 'hybrid option': The Penrhos route, referred to as the 'hybrid option', would involve the construction of a new overhead line on the western half of Anglesey, replacing the current 132 kV, a section of subsea cable between Valley on Anglesey and the west Gwynedd coast, and either an overhead line or underground cable a new substation of the existing overhead line from Pentir to Trawsfynydd.

This option was considered as a direct result of feedback to the Stage One Consultation, but was discounted for the reasons provided below:

Whilst the development of a new substation could facilitate the removal of part of the existing smaller overhead line that already crosses the western half of the island, this would only partially reduce the effects of the new line. The 'hybrid option' would also involve the installation of very long lengths of buried cable (totalling at least 180 kilometres of individual cable), the vast majority of which would be laid on the seabed. Assuming a sixty year operating period for the Wylfa Newydd power station this cable is likely to need replacing at some point in the future, and could be susceptible to damage by seabed movement or maritime activities such as anchoring or dredging.

In both instances this would greatly increase the capital and lifetime costs of this option in comparison with an equivalent overhead line.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**), which provides details of the strategic options considered, including the hybrid option, and the reasons for selecting the preferred option.

Use the existing 132 kV line: The existing 132 kV connection between Wylfa and Penrhos does not have the capacity to transmit the power that would be generated from Wylfa Newydd power station.

Build a route from Wylfa to Holyhead: The power from Wylfa Newydd power station needs to be exported to the wider transmission system on the mainland via a second connection. As such a connection between Wylfa and Holyhead would not meet this requirement.

Follow the main highway from Wylfa to Valley and then along the A55: An overhead line

route between Wylfa and Valley continuing east along the A55 corridor was considered as part of the route corridor identification and selection work. The assessment and conclusions relation to this 'yellow' route corridor are set out in National Grid's Preferred Route Corridor Selection Report Wylfa to the Menai Crossing Area (**Document 9.4**). National Grid does not believe that the reasons for rejecting this corridor in favour of the preferred orange corridor (which broadly follows the existing line across Anglesey) have changed since that date. This is further explained in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One Consultation, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.

An additional substation in north Anglesey is not required for the connection, which can be connected to the existing substation at Wylfa.

Energy or heat recovery systems

Underground cable systems are designed to lose very little heat during operation, and so reduce electrical losses and minimise any effect on surrounding ground. If the connection for Wylfa Newydd were to be placed underground, heat would be generated along the linear alignment of the cables, so any equipment to capture this heat would have to be installed parallel and close to the cable alignment. This means that any heat captured would have to be pumped via an insulated pipe or tube to a location where it could be utilised, via heat-exchangers, to gather and gain benefit from the energy. The further the heat-exchangers are from the source of the heat, the less efficient the system becomes. The energy loss would be significant over the length of the connection for Wylfa Newydd. If put in place for a project of this nature, an energy recovery system would, therefore, not be effective as any energy recovered would be negated by the power required to pump it over such distances.

National Grid has experience of waste heat recovery as it is currently trialling heat recovery systems in three substations across the country to assess the performance and potential efficiency gains from three different variations of heat recovery systems. However, in these instances (in contrast to the linear Wylfa Newydd connection described above) energy is being recovered in high levels in a relatively small area and exported to buildings nearby, within the substation site.

Given the small amount of waste heat likely to be extracted and the considerable cost of such a system, National Grid does not consider that a buried cable with a waste heat recovery system is a suitable technology option for the Wylfa Newydd connection.

Retention of the existing line

Both the existing overhead line and the new connection are required for Wylfa Newydd power station. The National Electricity Transmission System Security and Quality of Supply Standards (SQSS) define the minimum standards that must be applied when planning and operating the electricity transmission system in the UK. It states that following the concurrent fault outage of any two transmission circuits (e.g. the two existing circuits between Wylfa and Pentir) the loss of power infeed shall not exceed 1.8GW. This is in order to safeguard the reliable operation of the grid system. Given that the proposed Wylfa Newydd power station has a capacity of 2.8GW, additional circuits would therefore be needed to comply with the SQSS and National Grid's duties under the Electricity Act.

This is why the existing line needs to be retained. The need for the Project is set out in more detail in National Grid's updated Project Need Case (**Document 7.1**).

Environment

Effect on biodiversity and wildlife

- 11.4.11 Concerns are raised about the potential impact on local wildlife and their habitats both during operation and construction. Some of these respondents also reference the cumulative impact with existing developments such as wind farms and pylons.
- 11.4.12 Birds are frequently mentioned because of concerns that the proposed lines might affect their flight paths (from Llyn Alaw to the marsh and Llyn yr Wyth Eidion) or that EMFs might disturb their navigation skills.

“Whilst one line forms a barrier to movement, the effect of a second line adjacent, carrying more power and releasing more radiation, will have an even greater effect. This could effectively divide populations of vulnerable species that are already struggling from developments such as wind turbines.” (Member of the public - User ID: 369)

- 11.4.13 Related to those concerns, some respondents note that Anglesey is a UNESCO designated area.

NATIONAL GRID’S RESPONSE

Extensive habitat and protected species surveys including for wintering birds and breeding birds, along with data collation, have been used to inform the routeing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required.

Potential risks on bird populations have been considered throughout the Project. All reasonable effort has been made during the route option selection and route alignment work to reduce effects on protected species where possible, including through collision risk. Paralleling the proposed overhead line with the existing overhead line where possible is a recognised design strategy within the Scottish Natural Heritage guidelines for minimising effects. (Use of the Scottish Natural Heritage 2016 publication ‘Assessment and mitigation of impacts of power lines and guyed meteorological masts on birds (Version 1, July 2016)’ was agreed with Natural Resources Wales in the absence of a Welsh equivalent.)

Effects on ecological and biodiversity resources (including cumulative effects) have been assessed and are reported in the ES within sections 9 and 10 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

UNESCO Geopark designation

National Grid has considered geology where appropriate throughout the development of the Project, including the UNESCO Geopark designation. National Grid has identified the geological sites of special scientific interest across the project area and taken these into account during the project design process. Anglesey is designated as a Geopark with the large majority of the geosites and geological features located on the coast. All designated geological sites have been avoided through careful routeing. The UNESCO Geopark designation is considered in the geology, hydrogeology and ground conditions chapter of the ES (Chapter 11, **Document 5.11**).

Effect on landscape and views

- 11.4.14 Of those respondents commenting on the overall environmental aspects of the proposed line, the majority express concern about the perceived visual impact, and the associated implications for tourism and property prices, especially when considered alongside existing

developments. Respondents highlight the beauty of the island (which has earned it a UNESCO designation) and the panoramic views of Snowdonia and call on National Grid to take account of the Well-being of Future Generations Act when developing their proposals further.

- 11.4.15 Several respondents highlight the flat landscape of the area and the higher ground of the proposed route, noting that this would increase the visibility of the line, especially on a sunny day when the light would reflect off the line.
- 11.4.16 Two businesses comment on environmental aspects of the overall route, both focusing on the visual impact of overhead lines. One asks that there be a focus on preserving the beauty of the area through the reduction of overhead lines. The other states that pylons are ugly and that they are happy to play their part in energy generation, but not to the detriment of the currently unspoilt local area enjoyed by locals and visitors.

NATIONAL GRID'S RESPONSE

Consideration of landscape and visual effects

Potential landscape and visual effects on the local community have been considered throughout the design and assessment work, together with consideration of key views and associated potential effects on tourism.

The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routeing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey. National Grid also proposes to remove smaller overhead lines and distribution wood poles, which would reduce the potential effects of overhead lines in the locality.

The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals.

A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where possible through careful routeing and pylon choice. The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in Chapter 8 of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

Effects on tourism

Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (**Document 5.7 and 5.8 respectively**).

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the

ES.

Assessment of effects on tourism

The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.

National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their

individual situation.

Well-being Report

National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.

Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (**Document 5.27**).

The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.

Effect on noise levels

- 11.4.17 Several respondents reference the humming sound emitted from pylons in windy weather and express concerns that this would be exacerbated with the introduction of a new set of pylons. One respondent comments that this would create dangerous situations for horse-riders as horses get frightened by the sound.

NATIONAL GRID'S RESPONSE

Operational noise effects

National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.

Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings. Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.

Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is minimised.

Noise levels and the effect on residential properties are carefully considered when planning new infrastructure. The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including in relation to local residents. Construction noise is considered in Chapter 15 of the ES, and operational noise in Chapter 16 (**Documents 5.15** and **5.16** respectively).

Many of National Grid's overhead lines pass close to or over paddocks and stables, and through many years of operating the transmission system there is no evidence that noise from overhead lines causes significant disturbance to horses. Whilst it is known that horses can be particularly sensitive to unexpected sudden noise, noise of this type is

unlikely to occur from an overhead line.

Socio-economic

Effect on properties/communities (including effect on property value)

- 11.4.18 Respondents are mainly concerned about the proximity of the proposed line to their properties and the associated disruption (noise, visual, health) and impact on property prices. Those concerns are often accompanied by requests for undergrounding.
- 11.4.19 Several respondents express concerns about the influx of non-local workers and the effect this might have on local communities, including the Welsh language.
- 11.4.20 One respondent is worried that the pylons might affect their TV signal and ask for reassurance that this would not happen and another notes that a local farmer's planning permission could be affected.

NATIONAL GRID'S RESPONSE

Effects on properties and communities

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid's guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible, and has taken account of views from individual properties. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are considered in the visual assessment chapter of the ES (**Document 5.8**) taking account of the existing overhead line and including consideration of likely significant cumulative effects.

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible.

National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Effect on Welsh Language

A Welsh Language Impact Assessment (WLIA) has been undertaken for National Grid by a North Wales based consultancy specialising in undertaking such assessments. The assessment is included in Volume 5 of the DCO application (**Document 5.27**). The scope and approach of the WLIA was discussed and agreed with IACC and Gwynedd Council, and aligns with the relevant national and local guidance. A draft WLIA was issued to IACC, Gwynedd Council and Welsh Government for comment ahead of submission.

The WLIA considered effects on five key aspects of community life: population characteristics, quality of life, economic factors, infrastructure supply and social and cultural aspects. Where effects on Welsh language have been identified as part of the WLIA, mitigation and/or enhancement measures have been proposed as necessary in order to address those effects.

Control and management measures for construction of the Project are set out in the Construction Environmental Management Plan (CEMP) (**Document 7.4**). The CEMP contains a section on Code of Conduct. It specifies that the contractor will be a member of the Considerate Constructors Scheme and will adhere to a Code of Conduct. The Code of Conduct will include sections on respecting the environment, respecting communities and respecting Welsh Language and Welsh Culture. Information will be provided to workers on language awareness, local linguistic and cultural context and how to demonstrate linguistic courtesy and cultural sensitivity. Site inductions and toolbox talks, will include information about Welsh language words and phrases, and information on resources for learning Welsh.

Effect on TV signal - electromagnetic compatibility

National Grid's overhead lines, substations and cables are designed to comply with the EU Directive on electromagnetic compatibility. In normal operation, electricity transmission equipment should not interfere with FM radio, DAB, mobile phone, satellite/analogue/digital television channels, electrical equipment or Wi-Fi.

In all cases where it is reported that National Grid equipment is thought to be causing interference with other electrical equipment, National Grid will investigate and advise. In the unlikely event that National Grid equipment is demonstrated to be the cause of interference, remedial actions will be investigated.

Effect on extant planning permissions

National Grid has and continues to seek voluntary agreements from all land owners directly affected by the Project. As part of negotiations National Grid takes into account any planning permissions in relation to the affected land, especially where the proposed connection would prevent the implementation of any such planning permission. The presence of an overhead line would not normally prevent future development in the vicinity of the route, subject to clearances to the line being maintained.

Effect on business/tourism/local economy

- 11.4.21 Stressing the importance of the tourism industry for the local economy, many respondents raise concerns that the potential visual impact and overall disruption from the proposed overhead line would reduce the number of visitors and ask National Grid to undertake an impact assessment study. Some respondents acknowledge that the Project would create new jobs but say they are worried that these would either go to non-local contractors or would be insufficient to make up for the loss in tourism revenue.
- “If an overhead line on Anglesey (or anywhere else) is created, in my opinion it will destroy the tourism industry. When taking visitors around the island - the same comment arises near Llanfairpwll and that is “this would be a much nicer village if these pylons weren’t here”. If more pylons are built on the island, these sort of comments will come more and more common. Personally, if these pylons are built I will have to consider whether I’d want to return to an island with so many electricity cables. This is a terrible shame.”* (Source: Member of the public - User ID: 385)
- 11.4.22 In contrast, one respondent believes that the perceived threat to tourism is exaggerated as in their experience, no tourists have ever complained about the existing lines.
- 11.4.23 Several respondents also comment on the potential impact on agriculture without providing specific details.
- 11.4.24 Highlighting the popularity of the area with horse-rides, one respondent is concerned that the noise emitted from the pylons would scare the horses, thereby putting them and then riders at risk.

NATIONAL GRID’S RESPONSE**Effects on tourism**

Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (**Document 5.7** and **5.8** respectively).

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.

Assessment of effects on tourism

The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.

National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people’s behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Local employment

The construction period for the Project is anticipated to be six years with an estimated peak workforce in the region of 450 people. Construction of the overhead line, underground cables and tunnelling would involve specialist contractors, which are unlikely to be available locally. National Grid has and continues to work with IACC, Gwynedd Council and Welsh Government in relation to opportunities for local employment and the local supply chain as a result of the Project.

The socio-economics chapter of the ES (**Document 5.17**) includes consideration of indirect/induced employment and expenditure effects.

National Grid offers a range of apprenticeship opportunities around the UK. While the training is administered centrally, apprentices get the opportunity to work on regional projects. National Grid is delighted to have taken on board two apprentices from Porthmadog and Amlwch in the last few years. They split their time between Aston University, Eakring training centre and Pentir. The apprentices have gained experience working across North Wales, including the North Wales Connection Project, and play an important role within the project team while continuing to learn valuable engineering skills.

Enhancement opportunities including the use of local workforce are set out in the Enhancement Strategy (**Document 7.13**), which has been submitted as part of the DCO application.

Effect on agriculture

National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in **Table 9.1** and **9.3** of this Consultation Report and in the Design Report (**Document 7.17**). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents

briefing on the Project, its development and the associated land rights was also provided.

The agriculture chapter of the ES (**Document 5.18**) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).

Effect on horse riding

Many of National Grid's overhead lines pass close to or over paddocks and stables, and through many years of operating the transmission system there is no evidence that noise from overhead lines causes significant disturbance to horses. Whilst it is known that horses can be particularly sensitive to unexpected sudden noise, noise of this type is unlikely to occur from an overhead line.

Socio-economic mitigation measures

- 11.4.25 To offset the potential adverse impact on local communities, some respondents suggest that National Grid should consider offering compensation packages or other public benefits such as a new leisure centre, discount on electricity bills, or setting up a public trust (a levy paid by National Grid per MWh export) ring-fenced for local improvements/repairs.

NATIONAL GRID'S RESPONSE

Compensation

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation

Mitigation

Throughout all the stages involved in the routeing and design of the connection National Grid has considered how it can appropriately mitigate the effects of the Project. National Grid considers that keeping the two lines closely parallel for much of the route reduced the geographical extent of effects from overhead transmission lines. This approach was supported in consultation feedback from the Stage One Consultation, which indicated a preference for keeping the connections parallel to keep effects from spreading to areas currently unaffected by 400kv overhead line infrastructure. National Grid has also sought to avoid areas of higher ground, avoiding putting pylons into views that don't already have them. In certain locations where appropriate, the new connection transitions from one side of the existing line to the other to reduce effects.

In addition to the mitigation provided through the Project's design National Grid has included mitigation within the Order Limits; this includes landscape screening at the tunnel head houses. In addition, further measures such as boundary planting will be

available where appropriate, which would provide benefits to individual properties and businesses.

National Grid's approach to mitigation is explained in Chapter 6 of the ES (**Document 5.6**), specific mitigation proposals are set out in section 9 of each of the topic chapters of the ES (**Document 5.7 to 5.18**), and an overall schedule of mitigation is provided in **Document 5.28**.

Health, Safety and Security

General health concerns and EMF concerns

- 11.4.26 Respondents express concern about the potential link between EMFs (and in some cases radon gas) and diseases such as leukaemia, insomnia and persistent headaches. They comment that the lack of health impact assessment is fuelling residents' anxiety and that a growing body of evidence confirms their concerns.

“There is a large and growing scientific and medical body of evidence on EMF. It interferes with cancer treatment, it is carcinogenic and causes mental illness. The carcinogenicity of EMF will emerge as more people are surrounded by it e.g. By having Pylons on either side of their dwellings. I hope you remember Asbestos. For many years we believed it was harmless. How many lives it ruined, how many millions of £ have been paid in compensation” (Source: Member of the public - User ID: 103052)

NATIONAL GRID'S RESPONSE

Health and Electric and Magnetic Fields (EMFs)

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone

can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that “...*Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.*”

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Safety considerations

- 11.4.27 Respondents are concerned that the lack of diversification (the proposed route mimics and follows closely the existing line) would make the connection vulnerable to external hazards such as terrorism, aircraft accidents or adverse weather, thereby endangering the security of electricity supply. In support of their views, several respondents reference past occasions when the connection was disturbed by strong winds and salt erosion of the line.
- “The National Grid proposal does not add any increase to resilience to weather induced faults or cable failure (there have been two major faults of cable severance, cable falling to the ground) to my knowledge. The separation distance is too close. Aircraft accidentally or deliberately flying into the cables would in all probability take out both transmission lines. When one looks at other proposals to provide additional transmission, National Grid/OFGEM are willing to spend vast sums for mitigation in particular where National Parks, AONB, National Trust, SSSI conservation areas, RSPB, etc are involved, none for people and security of supply, especially in Anglesey.”* (Source: Member of the public - User ID 355)
- 11.4.28 Discussing the design of the proposed route, one respondent adds that every future disconnection would cause a double reactor trip and require emergency generation for core cooling.
- 11.4.29 To mitigate those risks, some respondents call on National Grid to consider a subsea or underground alternative.

NATIONAL GRID'S RESPONSE

Safety and resilience of the proposed connection

National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on security of supply and safety. These take into account what should happen in the event of an unplanned incident and the loss of a connection to a major generator. In such circumstances, there are safeguards in place to make sure the network can cope. National Grid has teams who do regular scenario planning to make sure the organisation is always prepared for potential unplanned events. By way of assurance, National Grid assesses its network against important performance indicators which have found that the national electricity network is 99.9% reliable.

All technology options including subsea and underground connections require some above ground infrastructure (such as substations, sealing end compounds, converter stations). To a certain extent, all National Grid's infrastructure – whether above or below

ground – is potentially vulnerable to extreme scenarios. As such, this would not be a strategic reason to choose underground technology rather than overhead. Indeed, in the event of an incident, access for operation, repair and the speed at which this can be achieved is much quicker on overhead, when compared to underground, connections. It's also worth noting that other nuclear power stations in the UK have been connected using two sets of overhead lines for a number of years. For example, Sizewell B nuclear power station in Suffolk has been generating energy since 1995 and is connected with two parallel overhead lines.

National Grid is responsible for the safe and reliable operation of the proposed connection and is absolutely committed to this. National Grid follow all relevant guidelines to make sure its connections are robust in the face of any incident, whether intentional or accidental. The organisation follows a stringent process to meet security standards when designing new connections as outlined in the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS). National Grid is confident that the Project is fully compliant with the NETS SQSS.

Salt Erosion

Salt erosion is well known to National Grid. National Grid's equipment is now designed to allow safe operation for the duration of its working life. Yearly inspections are conducted to ensure early intervention if necessary.

Traffic and Transport

- 11.4.30 A couple of respondents comment on the potential transport impact of current proposals, highlighting the narrowness of the local roads and expressing concerns about construction traffic.

NATIONAL GRID'S RESPONSE

Likely significant traffic and transport effects of the Project have been assessed. The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (**Document 7.5**) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**).

Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.

11.5 Feedback received from the local community on Section A

- 11.5.1 The paragraphs below summarise comments that relate to Section A of the route from Wylfa to Rhosgoch. This section of the route received relatively few comments compared to other sections. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 11.5.2 Discussing the importance of the Wylfa Newydd project, one respondent explicitly states their support for the proposed line in section A, even though they say it would affect the views from their property.

- 11.5.3 Other respondents raise concerns without expressing explicit support or opposition; these are discussed in the relevant chapters below.

NATIONAL GRID'S RESPONSE

National Grid notes the support of a respondent for the overhead line in this section of the route.

As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.

After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.

Alternatives

- 11.5.4 In the context of their concerns about the potential cumulative impact of a new line and the building of Wylfa Newydd on the residents of Tregale and Cemaes, one respondent asks for the line to be undergrounded at least up to the 6th pair of pylons or ideally up to the 13th pair of pylons in this area.

NATIONAL GRID'S RESPONSE

Undergrounding in Section A

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has reviewed the feedback suggestions for undergrounding certain sections of the overhead line route, including the Mechell area of Section A.

The North Wales Connection Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) identified the section between Wylfa and Llanfechell as sensitive, recognising the potential for effects on Cemaes and Tregale. At that stage it was considered that an overhead line route could be identified that would comply with relevant national planning policies (NPSs) and National Grid's statutory duties.

National Grid considers that the design process, which has taken into account environmental and technical considerations, has resulted in the sensitive routeing of the connection.

National Grid considered its proposals for an overhead line in this area against the policy tests set out in the NPSs at each stage in the development of the Project and the benefits

of an underground connection do not outweigh the likely environmental effects, increased technical complexity and cost of an underground solution. Further detail can be found in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

In coming to this judgement, the potential cumulative effects of the proposed overhead line alongside Wylfa Newydd have been considered. Further detail of the assessment of potential likely significant cumulative effects is contained in Volume 5 of the DCO application.

Where appropriate potential effects on communities and residents have been reduced through careful routeing and design. National Grid has looked in detail to reduce effects through synchronising the proposed overhead line with the existing overhead line, reducing the number of pylons in Section A and reducing the number of angle towers (which are heavier in appearance).

National Grid has also proposed screening planting and wider landscape enhancement opportunities in this area and throughout the route. Details are provided in Enhancement Strategy (**Document 7.13**).

Environment

Impact on biodiversity and wildlife

- 11.5.5 The two respondents expressing concerns about the potential biodiversity impact of these proposals refer to habitats located on or near their properties. One is concerned that the increased traffic would disturb bats, great crested newts and red squirrels who reside in the area. The other refers to a natural pond that is a home to rich flora and fauna and asks to see the results of the wildlife survey undertaken on their property.

NATIONAL GRID'S RESPONSE

Extensive habitat and protected species surveys, including for bats, red squirrels and great crested newts, along with data collation, have been used to inform the routeing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required. The Proposed Development has been designed so that no great crested newt pond would be lost.

Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

National Grid recognises that during the evolution of the Project from the initial Strategic Options up to the submission of the application for a DCO a significant amount of data has been gathered. It is proposed to share the data, in appropriate formats with the relevant local organisations including the local authorities, Natural Resources Wales and Cofnod (North Wales Environmental Information Service).

Impact on landscape and views

- 11.5.6 In the context of their request for undergrounding (see alternatives), respondents highlight what they perceive to be a cumulative visual impact on the villages of Tregale and Cemaes resulting from the proposed line being built in conjunction with the new nuclear power station.

NATIONAL GRID'S RESPONSE

Consideration of landscape and visual effects

Potential landscape and visual effects on the local community have been considered throughout the design and assessment work, together with consideration of key views and associated potential effects on tourism.

The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey. National Grid also proposes to remove smaller overhead lines and distribution wood poles, which would reduce the potential effects of overhead lines in the locality.

The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals.

A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where possible through careful routing and pylon choice. The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in Chapter 8 of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects, taking account of the proximity to Wylfa Newydd.

Socio-economic

Impact on properties/communities (including impact on property value)

- 11.5.7 There are some concerns that an additional line would make local properties unsellable or would reduce significantly their price with one respondent adding that a recent valuation showed their property value would decrease by around £100,000 if the current proposals go ahead. Commenting on a perceived lack of fairness, one respondent notes that they are planning to seek legal advice.
- 11.5.8 One person is concerned that the proposals would affect their plans for using their farm for tourist purposes.

NATIONAL GRID'S RESPONSE

Effects on properties and communities

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid's guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible, and has taken account of views from individual properties. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are considered in the visual assessment chapter of the ES (Document 5.8) taking account of the existing overhead line and including consideration of likely significant cumulative effects.

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect

on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

11.6 Feedback received from the local community on Section B

11.6.1 The paragraphs below summarise comments that relate to Section B of the route from Rhosgoch to Llandyfrydog. Sections B and E are the two sections that received the highest number of comments. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

11.6.2 Many respondents reject the proposed option for Section B, citing environmental, socio-economic and health concerns and express a preference for alternative routeing methods (discussed below). A petition signed by 15 residents also expresses opposition to the proposed route in this section. One respondent adds that the only residents in favour of the proposals are those who would gain financially from the compensation packages offered by National Grid.

NATIONAL GRID'S RESPONSE

As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including

the need to be economic, co-ordinated and efficient.

National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.

National Grid has given detailed consideration to the design of the proposed connection in this section of the route. As a result of the land use and features of the area, National Grid is proposing to replace a section of the existing overhead line so as to reduce the long term effects of the new connection on the landscape and local communities. In doing so a closely synchronised overhead line design has been achieved along a preferred route alignment, which National Grid considers complies with the policy considerations set out in the National Policy Statements.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

Alternatives

- 11.6.3 Several respondents call on National Grid to think of alternatives that would be less damaging to the local community and environment, without elaborating further.
- 11.6.4 Those that make specific suggestions focus on two distinct alternatives – moving the proposed route to the south of the current line, thereby avoiding local properties, or putting the line underground.
- “What is even more appalling is that there is a route to the south west of the current line which would be straighter and be located over mostly farmland. I attach you your map with this modified route shown which will prevent the cables going over one dwelling, alongside another and with very close proximity to seven more dwellings!” (Source: Member of the public - User ID: 101920)*
- 11.6.5 Discussing the underground option, respondents note that previous projects (the line from Wylfa to Anglesey Aluminium) demonstrate this is a viable solution and that it is unfair to underground some sections and not others. They add that the additional cost should be shared by all UK consumers.
- 11.6.6 Other suggestions put forward by respondents include: purchasing a respondent’s property which would allow National Grid to move two of the proposed pylons to the west, bringing the proposed line closer to the existing line and farther away from Rhosgoch or moving the proposed route to the north (a route the respondent believes would have fewer angular changes than the proposed route). To minimise the potential visual impact, one respondent asks for the line to go around the back of their property.
- 11.6.7 Some respondents make suggestions for alternative routeing notwithstanding their support for a subsea connection.

NATIONAL GRID’S RESPONSE

When designing new connections National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part.

Alternative suggestions for the technology proposed or location of the connection were considered as part of the review of the design following Stage Three Consultation. This review took account of all feedback received, including the specific routeing suggestions outlined above. National Grid’s response to these suggestions and, where appropriate, resultant amendments to the design of the proposed connection are summarised below.

National Grid remains confident that the adoption of route option 2A (to the south west of the proposed route) as presented in the Stage Two Consultation in 2015 would not represent a more appropriate design solution than that proposed as part of the DCO application. National Grid considered all alternative design proposals submitted through consultation feedback and where considered appropriate has made changes to the proposed design.

In response to consultation feedback and following more detailed discussions with affected land owners, National Grid has moved the proposed new line further from the village of Rhosgoch, has further synchronised the locations of the existing and proposed pylons in this vicinity, and has ensured that the line would not oversail a residential property. Whilst National Grid has appraised the proposed alternative route to the south west, this would be technically more complex and increase effects upon open views from properties in the vicinity. It would also result in a less synchronised design between the two lines and would not significantly reduce effects upon the community of Rhosgoch.

National Grid has assessed options for realigning the proposed new route to the north of the village of Rhosgoch. Whilst this would be technically less complex and avoid the need to rebuild the existing line, National Grid believes that this would result in significantly greater landscape and visual effects and the village of Rhosgoch being encircled by the existing and proposed line. As such, National Grid does not favour this alternative alignment due to the greater socio-economic and environmental effects.

The work to consider the alternative options presented is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Undergrounding

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.

Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these

circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.

Subsea

Subsea connection options for Wylfa Newydd present technical and cost challenges.

In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.

National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.

Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (**Document 7.2**).

A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.

In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**), which provides details of the strategic options considered, including subsea connections, and the reasons for selecting the preferred option.

Environment

Effect on biodiversity and wildlife

- 11.6.8 The most frequently raised concern with regards to biodiversity is the potential impact on great crested newts, with one respondent adding that they have written to Natural Resources Wales with a request to issue a SSID to ensure their protection. Other species mentioned include bats, owls and butterflies with respondents noting that fencing off habitats would cause further distress to wildlife rather than providing a solution.

NATIONAL GRID'S RESPONSE

Extensive habitat and protected species surveys, including for great crested newts, along with data collation, have been used to inform the routeing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required.

The Proposed Development has been designed so that no great crested newt pond would be lost, however surrounding terrestrial habitat will be affected during construction but replaced on completion. During construction, mitigation will be required in accordance with guidelines and legislation. This will include fencing which is a standard great crested newt mitigation fence as required by Natural Resources Wales in order to appropriately protect great crested newts from working areas.

Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

Effect on landscape and views

- 11.6.9 Some respondents are concerned about the potential visual impact of the proposed line due to the increased height of the new pylons, the close proximity to properties and the combined impacts from the existing line. Additionally, some also point out that the scarce vegetation and the elevated position of the area would make the lines visible for miles with nothing to screen them.

“Many local residents are shocked how close the second line of pylons would be to the villages. This area is quite high up looking over flat areas of the island, with the current line seen for miles. Constructing a second line of pylons will blight the views from wherever they are placed.” (Source: Member of the public - User ID: 103219)

- 11.6.10 Specific locations identified as sensitive visual receptors, apart from individual properties, are Snowdonia and Llyn Alaw.

NATIONAL GRID'S RESPONSE

Effects on properties and communities

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid's guidance on the siting and routeing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible, and has taken account of views from individual properties. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. National Grid has also looked to reduce the effects of the Project through

detailed design and pylon choice, recognising that mitigating the visual effects of an overhead line are challenging due to the height of the structures required. Visual effects on properties are considered in the visual assessment chapter of the ES (**Document 5.8**) taking account of the existing overhead line and including consideration of likely significant cumulative effects.

Routeing in Section B

Within Section B, National Grid is proposing to replace a section of the existing line in order to route two overhead lines along a similar alignment to the existing without introducing pylons in to currently unaffected views. The proposed pylons are of similar height but overall have a lighter weight design and look thinner than those used on the existing overhead line, achieving a greater degree of design synchronisation.

In response to consultation feedback and following more detailed discussions with affected land owners, National Grid has moved the proposed new line further from the village of Rhosgoch and has further synchronised the locations of the existing and proposed pylons in this vicinity.

Landscape and visual effects

The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routeing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.

The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals.

A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where possible through careful routeing and pylon choice. The assessment of likely significant short and long term effects on the landscape is contained in chapter seven of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in chapter eight of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

Inter-project cumulative effects are presented in section 10 of each of the topic specific chapters of the ES (**Document 5.7 to 5.18**) and the inter-project cumulative effects assessment is presented in Chapter 20 of the ES (**Document 5.20**).

Effect on cultural heritage

- 11.6.11 One respondent comments that south of Boderwydd, the proposed line would pass by an ancient village that is not widely known.

NATIONAL GRID'S RESPONSE

National Grid has undertaken archaeological surveys in consultation with the Isle of Anglesey County Council, in order to investigate sites of archaeological interest. Where possible, such sites have been avoided with careful routeing, but where this has not been possible then further archaeological investigation and recording has been undertaken to inform the proposals.

As part of the assessment, National Grid has undertaken geophysical surveys in this location, which did not indicate unknown archaeology in the vicinity of the proposed infrastructure. Further archaeological surveys will be undertaken in accordance with the Archaeological Strategy (**Document 7.8**).

Effect on noise levels

- 11.6.12 Referencing their experience with existing pylons emitting a crackling noise during windy weather, several respondents are concerned that the noise would increase with the addition of a new line, and that not much can be done to mitigate noise pollution.

NATIONAL GRID'S RESPONSE**Operational noise effects**

National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.

Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings. Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.

Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is minimised.

Noise levels and the effect on residential properties are carefully considered when planning new infrastructure. The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including in relation to local residents. Construction noise is considered in Chapter 15 of the ES, and operational noise in Chapter 16 (**Documents 5.15** and **5.16** respectively).

Socio-economic**Effect on properties/communities (including effect on property value)**

- 11.6.13 Respondents are concerned that the proposed line would pass through the centre of Rhosgoch village. They say this would disrupt residents' quality of life and impact property prices and saleability, which are already affected by the existing line.

"In your comments ref B you clearly state that you have avoided going closer to the villages of Rhosybol and Rhosgoch. A blatant lie as you have come towards the village of Rhosgoch within a hundred yards of the center!" (Source: Member of the public - User ID: 101919)

- 11.6.14 Related to the above, one respondent adds that by keeping the lines together, National Grid is avoiding affecting new properties but at the same time is doubling the effect on those properties that are close to the existing line – an approach that the respondent describes as 'flawed'.
- 11.6.15 A couple of respondents raise concerns about the potential impact of construction works – one says they are worried that their electricity supply pole may be sunk underground, while the other notes that the access road proposed to pass by their property is already very busy and the additional traffic would make the situation worse.

NATIONAL GRID'S RESPONSE**Effects on properties and communities**

National Grid recognises that new infrastructure may cause concern, and has developed

the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid's guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible. National Grid also proposes to remove smaller overhead lines and distribution wood poles, which would reduce the potential effects of overhead lines in the locality.

National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are also considered in the visual assessment chapter of the ES (**Document 5.8**).

Routeing in Section B

Within Section B, National Grid is proposing to replace a section of the existing line in order to route two overhead lines along a similar alignment to the existing without introducing pylons in to currently unaffected views. The proposed pylons are of similar height but overall have a lighter weight design and look thinner than those used on the existing overhead line, achieving a greater degree of design synchronisation.

In response to consultation feedback and following more detailed discussions with affected land owners, National Grid has moved the proposed new line further from the village of Rhosgoch and has further synchronised the locations of the existing and proposed pylons in this vicinity.

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to

seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Parallel routeing

National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance with the existing overhead line in the landscape. In this way, the synchronised designs do not result in a 'discordant wirescape', in accordance with the guidance set out in the Holford Rules. National Grid also proposes to remove smaller overhead lines and distribution network wood poles, which would further reduce the potential effects of the wirescape in the locality.

National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One and Stage Two Consultations, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.

National Grid has developed proposals for screening planting and wider landscape enhancement to potentially further reduce visual effects upon isolated houses, farms and other small settlements.

Traffic and transport effects

Likely significant traffic and transport effects of the Project have been assessed. The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (**Document 7.5**) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**).

Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.

Effect on business/tourism/local economy

- 11.6.16 The potential impact on tourism is a widely-shared concern with respondents stressing its importance for the local economy. One respondent adds that there has been some research done into making Rhosgoch a Centre Parks type attraction. Some query National Grid's decision to avoid Llyn Alaw and the coastal areas, noting that, whereas one line would not put off tourists, the cumulative visual impact of two lines would.
- 11.6.17 One respondent comments that a small nursery in the area would probably close as parents would worry about their children's health.
- 11.6.18 Some also say they are worried about the potential impact on agriculture.
- 11.6.19 One business expresses concern about the potential impact of Section B on the local economy, specifically possible effects on local trade in the area of Rhosgoch.
- 11.6.20 One respondent comments that National Grid is using the high unemployment in Amlwch to focus the discussion on the economic benefits, distracting residents there from the potential environmental impacts of the proposed overhead line.

NATIONAL GRID'S RESPONSE

Effect on tourism and businesses

Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of

key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (**Document 5.7** and **5.8** respectively).

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual community and commercial receptors as well as wider business/supply chain effects. Community receptors include businesses that provide communities facilities such as a post office or a nursery. Commercial receptors include those related to tourism and non-tourism businesses such as those in the automotive and construction sectors, which cover a number of local trades. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.

Assessment of effects on tourism

The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.

National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Effect on agriculture

National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in **Table 9.1** and **9.3** of this report and in the Design Report (**Document 7.17**). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.

The agriculture chapter of the ES (Document 5.18) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).

Local employment

The construction period for the Project is anticipated to be six years with an estimated peak workforce in the region of 450 people. Construction of the overhead line, underground cables and tunnelling would involve specialist contractors, which are unlikely to be available locally. National Grid has and continues to work with IACC, Gwynedd Council and Welsh Government in relation to opportunities for local employment and the local supply chain as a result of the Project.

The socio-economics chapter of the ES (**Document 5.17**) includes consideration of indirect/induced employment and expenditure effects.

National Grid offers a range of apprenticeship opportunities around the UK. While the training is administered centrally, apprentices get the opportunity to work on regional projects. National Grid is delighted to have taken on board two apprentices from Porthmadog and Amlwch in the last few years. They split their time between Aston University, Eakring training centre and Pentir. The apprentices have gained experience working across North Wales, including the North Wales Connection Project, and play an important role within the project team while continuing to learn valuable engineering skills.

Enhancement opportunities including the use of local workforce are set out in the Enhancement Strategy (**Document 7.13**), which has been submitted as part of the DCO application.

Socio-economic mitigation measures

- 11.6.21 A couple of respondents ask National Grid to purchase their properties as a form of compensation for the potential adverse impact caused by the proposed line.

NATIONAL GRID'S RESPONSE

Compensation

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal

circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Health, Safety and Security

General health concerns and EMF concerns

- 11.6.22 Many respondents raise concerns about the potential link between EMFs and diseases such as childhood leukaemia, Alzheimer's, brain tumours, insomnia, fatigue and headaches, often referencing studies conducted within the UK and abroad.

“Electromagnetic Radiation Not proven but World wide data tends to indicate that there could be a risk attached to the radiation emitted from these power lines. I am deeply concerned with having two young grandchildren that spend a great deal of time with us.” (Source: Member of the public - User ID: 102165)

- 11.6.23 Some respondents also comment that the proposals are causing stress and anxiety to residents.

NATIONAL GRID'S RESPONSE

Health and electric and magnetic fields (EMFs)

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could

independently investigate these concerns. They concluded that “...*Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.*”

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Consideration of stress and anxiety

National Grid recognises that a number of local residents and stakeholders may have concerns about living close to an overhead line, and that this might cause some stress and anxiety.

Potential effects on communities and residents have been reduced through careful routing and design. National Grid has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.

National Grid’s team has engaged with landowners and tenants during the development of the Project, via correspondence, phone calls and meetings. This has enabled concerns to be raised and discussed at an early opportunity, and provided a regular point of contact to respond to queries and concerns.

National Grid has urged anyone with concerns to get in touch through the North Wales Connection Project Freephone number, address or email throughout the development of the Project:

0800 990 3567

Freepost National Grid NW Connection

nationalgrid@northwalesconnection.com

The issues of stress and anxiety were discussed at the well-being workshop facilitated by Wales Health Impact Assessment Support Unit (WHIASU), the report from which fed into National Grid’s Well-being Report (**Document 5.27**).

Safety considerations

- 11.6.24 One respondent comments that the overhead lines may pose risks to low-flying helicopters such as air ambulances and rescue helicopters and another is concerned about accidents caused by the high voltage.

NATIONAL GRID’S RESPONSE

Risk to helicopters

Flight paths have been considered when developing the route to reduce the disruption to normal operations, and consultation undertaken with the emergency services, the Civil Aviation Authority and the Ministry of Defence. With regards to emergency access and flight operations, the emergency services will be informed of the final route if consented. It is also important to note that there have not been any incidents involving air craft and the existing overhead line.

Accidents caused by high voltage

All equipment is designed to a high level of health and safety standards for use under normal operation and maintenance. All National Grid assets are inaccessible to the public. Safety measures are in place to protect people and the equipment in the event of failure, for example pylons have anti-climbing devices and signage.

Transport and Traffic

- 11.6.25 Two respondents comment on the potential effects of construction traffic. One focusses on the potential effect on traffic flows and the associated effect on amenities such as a Post Office; the other is concerned that a proposed access road is too close to their property.

NATIONAL GRID'S RESPONSE

The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (**Document 7.5**) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**).

Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads. Feedback also informed amendments made to the location of the temporary access roads, with specific suggestions adopted in the final proposed design where appropriate. This includes the removal of the access track previously proposed to the north of the respondent's property.

Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes, and businesses such as the Post Office referenced, will be maintained at all times during the construction of the Project.

The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.

11.7 Feedback received from the local community on Section C

- 11.7.1 The paragraphs below summarise comments that relate to Section C of the route from Llandyfrydog to B5110 north of Talwrn. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 11.7.2 Several people explicitly object to the proposed Section C citing environmental, socio-economic and health concerns (explored in more detail below).

NATIONAL GRID'S RESPONSE

As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).

National Grid recognises that new infrastructure may cause concern, and has developed

the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

National Grid has sought to reduce the effects on communities and residents through routing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.

After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.

Alternatives

- 11.7.3 In the context of their stated concerns, some people ask for the line to be undergrounded, either in its entirety or at least in the vicinity of Capel Coch.
- 11.7.4 Other respondents make specific rerouting suggestions including moving one of the pylons further into the field to avoid an individual property and bringing the line over the protected wetland to avoid the villages of Capel Coch and Cefinwrch.

NATIONAL GRID'S RESPONSE

Underground the entire line

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.

Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.

Underground this section

National Grid considered whether the use of underground cables in this section of the route would be appropriate, having regard to National Planning Policy and National Grid's statutory duties. In the Wylfa to Pentir Preferred Route Corridor Selection Report (2015) (**Document 9.2**) National Grid considered that the significant additional cost of the underground cables in the area of Capel Coch would not be appropriate. In bringing forward a final design proposal National Grid again considered the need to use underground cables in this area. The further detailed design and assessment work which has been undertaken and informed by consultation feedback has led National Grid to conclude that its earlier judgement in 2015 remains the most appropriate overall design solution. The use of an overhead line in this area would comply with National Planning Policy and National Grid's statutory duties. This is further explained in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

As part of the review of consultation feedback National Grid has considered whether an alternative route alignment to the west of Capel Coch would have environmental and socio-economic advantages over the proposed overhead line route for which development consent is now being sought. In addition, other routes to the east of Capel Coch and Cors Erddreiniog suggested in consultation feedback have also been appraised. As a result of this further appraisal, National Grid considers that the proposed design represents the most appropriate overall solution, taking into account socio-economic, environmental, technical and cost considerations. A summary of the conclusions reached for this section of the route can be found in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

National Grid notes the comments regarding the routeing of the overhead line through the Cors Erddreiniog. This site is identified as a National Nature Reserve, Special Area of Conservation, Ramsar and SSSI. In light of the international status of this fenland, National Grid has sought to route the overhead line around this area.

Changes to the detailed design of this section of the route arising from consultation feedback are documented in the Design Report (**Document 7.17**). The specific suggestion to move one of the pylons further into the field to avoid an individual property was not adopted by National Grid, due to the potential effect on the Cors Erddreiniog.

Environment

Effect on air quality

- 11.7.5 One respondent expresses generalised concerns about potential dust and pollution associated with the proposed development.

NATIONAL GRID'S RESPONSE

Construction of the scheme would adhere to the Construction Environmental Management Plan (CEMP), provided in Volume 7 of the DCO, **Document 7.4**. The CEMP includes a section on dust management undertaken in line with current guidance, listing the dust control measures identified as part of the EIA. This is required to ensure the risk of potential dust effects is as low as possible and would not have a significant effect.

The air quality chapter of the ES (**Document 5.14**) considers the effect of the construction and operation of the Project on local air quality, including the effect of construction dust, road traffic and emissions from plant and generators where

appropriate. Undertaken in line with current guidance, the assessment identifies where there is the potential for air quality effects to occur and the control measures required to mitigate any effects to the extent that a significant air quality effect does not occur, such measures are included in the CEMP

Effect on biodiversity and wildlife

- 11.7.6 Concerns about the perceived impact on wildlife are of a generalised nature and tend not to mention specific species. One respondent comments that their parents have designed a rambling garden that has become a habitat for bats, bees, birds and rabbits and that this would be adversely impacted by the proposals.

NATIONAL GRID'S RESPONSE

Extensive habitat and protected species surveys, including for bats and wintering birds and breeding birds, along with data collation, have been used to inform the routeing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required.

Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

Effect on landscape and views

- 11.7.7 The most common environmental concern is the perceived cumulative impact on views from properties, particularly those facing east due to the higher location of the proposed line. Respondent's comment that this would make the line difficult to screen and would industrialise the rural landscape, adding that it is unfair that the all impacts (both of the existing and new lines) are focussed in a single area.
- 11.7.8 *"The visual impacts modelling which you presented at the recent community event at Tre-Ysgawen Hall confirmed the significant visual impact of the development from our property. It is our opinion that a double alignment has a multiplier effect more than that of the individual alignments combined and that the result is to impose a strongly industrial feature on a rural context. In relation to this comment, we note that you only undertake to try and keep pylons in pairs to reduce effects on views. Staggered pylons would impose even more of an impact."* (Source: Member of the public - User ID: 102493)

NATIONAL GRID'S RESPONSE

Parallel routeing

National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One and Stage Two Consultations, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.

National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance with the existing overhead line in the landscape. In this way, the synchronised designs do not result in a 'discordant wirescape', in accordance with the guidance set out in the Holford Rules. National Grid also proposes to remove smaller overhead lines and distribution network wood poles, which would further reduce the potential effects of the wirescape in the locality.

National Grid has developed proposals for screening planting and wider landscape enhancement to potentially further reduce visual effects upon isolated houses, farms and other small settlements.

Consideration of landscape and visual effects

Potential landscape and visual effects on the local community have been considered throughout the design and assessment work, together with consideration of key views, the location of residential properties and potential cumulative effects.

The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.

The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals.

A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where possible through careful routing and pylon choice. The assessment of likely significant short and long term effects on the landscape is contained in chapter seven of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in chapter eight of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

Inter-project cumulative effects are presented in section 10 of each of the topic specific chapters of the ES (**Documents 5.7 to 5.18**) and the inter-project cumulative effects assessment is presented in Chapter 20 of the ES (**Document 5.20**).

Effect on noise levels

- 11.7.9 Comments on noise pollution are clustered around two areas of concerns – the noise emitted from pylons during windy weather and the increased traffic during construction.
- 11.7.10 One respondent suggests that higher noise levels would affect the learning environment in the local school.

NATIONAL GRID'S RESPONSE

The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including potential effects to local residents. Construction noise is considered in Chapter 15, Construction Noise and Vibration (**Document 5.15**), and operational noise in Chapter 16, Operational Noise (**Document 5.16**). In addition, the socio-economics chapter of the ES (**Document 5.17**) includes a qualitative assessment of effects on residential amenity based on the combination of air quality, noise, visual and traffic and transport effects on local communities.

Construction noise

On the basis of the predicted traffic flows, it is not expected that there would be significant increases in noise levels from traffic on the highway network, except on the major routes around the construction compound and areas around the two tunnel head houses.

In some areas, new access tracks will be constructed resulting in an increase in noise levels in locations that are very rural and currently have very little traffic in the vicinity. However, these tracks would only be in use temporarily, during the construction works, and are unlikely to be in use for the entire construction period. Access track construction

will be a very short-term activity that would affect the majority of locations for a period of less than two weeks.

Although noise levels will increase in some places, particularly in rural areas near to the access tracks but away from major roads, the noise would not be dissimilar from typical machinery used in farms. There are very few locations where traffic increases would increase noise levels that are currently low above a threshold at which there is potential for annoyance due to noise, and these few areas are around the tunnelling construction compounds at Braint and Tŷ Fodol. There are no schools that have been identified that are likely to experience more than a negligible adverse noise effect from construction traffic.

Operational noise

National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.

Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings. Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.

Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is minimised.

Noise levels and the effect on residential properties are carefully considered when planning new infrastructure. The effect of the operation of the Project on surrounding noise sensitive receptors is considered in Chapter 16 of the ES (**Document 5.16**), and it concludes that there would be no significant effects at residential receptors due to noise from the operation of equipment proposed by the project. No schools have been identified within the operational noise study area; therefore there are no predicted effects on schools to report. As part of the operational noise assessment reported in Chapter 16 of the ES, a baseline noise survey was carried out at nearby residential receptors along the proposed alignment of the proposed and existing overhead lines and this information has been used to ensure that the assessment and the results are locationally specific.

Socio-economic

Effect on properties/communities (including effect on property value)

- 11.7.11 Referring to the proximity of the proposed line to residential properties and the potential impact on views, some respondents raise concern about diminished quality of life (to both residents and pets) and property values. Related to the latter, some point out that property prices have already been affected by the existing line and say they are disappointed that National Grid has not conducted an impact assessment to characterise the scale of this issue.

NATIONAL GRID'S RESPONSE

Effects on properties and communities

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including

the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration. In accordance with National Grid's guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are also considered in the visual assessment chapter of the ES (**Document 5.8**).

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Effect on business/tourism/local economy

- 11.7.12 Comments related to the perceived impact on local businesses focus on the negative effect disturbed views would have on holiday lets and B&Bs.

NATIONAL GRID'S RESPONSE

Effect on tourism and businesses

Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views,

both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (**Document 5.7 and 5.8 respectively**).

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.

Assessment of effects on tourism

The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.

National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Socio-economic mitigation measures

- 11.7.13 To offset the potential impact of the proposed line on local residents, one respondent suggests National Grid should introduce a sliding scale of compensation based on an agreed impact metric, so property owners whose views (but not properties) are impacted are also compensated.

NATIONAL GRID'S RESPONSE

Compensation

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who

may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Health, Safety and Security

General health concerns and EMF concerns

- 11.7.14 The most prominent health concern is about the potential link between childhood leukaemia/other forms of cancer and the electromagnetic fields of the proposed line with one respondent stating that the cancer rates are higher in villages close to the existing line.
- 11.7.15 Some respondents also say they are worried that the heavy traffic would increase the already high risk of accidents on the local narrow roads.

NATIONAL GRID'S RESPONSE

Health and Electric and Magnetic Fields (EMFs)

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that "...*Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern.*"

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Traffic concerns

National Grid's response to concerns regarding traffic is provided under the theme '*Transport and Traffic*' below.

Transport and Traffic

- 11.7.16 As mentioned above, some respondents are concerned that the presence of heavier traffic during the construction period would damage the local road network and create dangerous situations.

NATIONAL GRID'S RESPONSE

The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (**Document 7.5**) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**).

Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads. Feedback also informed amendments made to the location of the temporary access roads, with specific suggestions adopted in the final proposed design where appropriate.

Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.

Road Safety Audits (RSAs) have been undertaken at two of the main access locations where there will be increased vehicular movements as a result of the proposed development. The RSAs have considered the use of HGVs over a prolonged period of time. Additionally, an assessment of the potential effects of the development on the accident rate has been adopted and the results for each construction route described within the Transport Assessment and traffic and transport chapter in the ES. Potential mitigation measures to improve safety for motorists along the routes have been described in the Outline Construction Traffic Management Plan. Road condition surveys would be undertaken in conjunction with the local highway authorities before, during and after construction.

The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.

11.8 Feedback received from the local community on Section D

- 11.8.1 The paragraphs below summarise comments that relate to Section D of the route from B5110 north of Talwrn to Ceint. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 11.8.2 Very few people commented specifically on Section D. Those who did oppose the proposed line cited environmental and socio-economic concerns.

NATIONAL GRID'S RESPONSE

National Grid recognises that individuals and communities are often concerned about new overhead electricity lines; however, National Grid considers that the detailed design and routing of the line in this area has helped to reduce the likely significant environmental and socio-economic effects of the proposed overhead line. National Grid has carefully considered views from individual properties and the village of Talwrn.

As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).

After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.

Alternatives

- 11.8.3 Two respondents ask for a pylon to be slightly rerouted so it avoids their properties. Another asks for undergrounding of the line or, if this is not possible, that the new line be brought closer to the existing line.

NATIONAL GRID'S RESPONSE

When designing new connections National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part.

Placing the connection underground in Section D

This area was not identified at the route corridor selection stage as a location where, at a high level, it might be necessary to consider measures to mitigate (avoid or reduce) potentially significant environmental or socio-economic effects to sensitive areas or features. In response to the feedback provided at the Stage Two Consultation, the potential sensitivities of this area were considered again against National Planning Policy and National Grid's statutory duties and National Grid concluded that an overhead line was still the appropriate technology choice in this area.

In bringing forward the two final design proposals in this area National Grid again considered the need to use underground cables in this area. The further detailed design and assessment work which has been undertaken and informed by consultation feedback has led National Grid to conclude that its earlier judgement in 2015 remains the most appropriate overall design solution. The use of an overhead line in this area would comply with National Planning Policy and National Grid's statutory duties. This is further

explained in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Alternative suggestions

Alternative suggestions for the location of the connection were considered as part of the review of the design following Stage Three Consultation. This review took account of all feedback received, including the specific routeing suggestions outlined above.

Consideration was given to relocation of the specific pylons referenced by the respondents. The degree to which the suggestions were able to be accommodated varies between Option A and Option B in this section of the route.

In the case of one respondent, Option B addresses their concerns, with the pylon in question moving to the location requested, out of the views raised, and Option A removes the pylon altogether. In the case of the other respondent, Option B responds to the request made, moving the pylon accordingly. Whereas this was not possible in Option A, the pylon was marginally better repositioned to align with the existing pylon when viewed from the property. Further information on the design changes made is provided in the Design Report (**Document 7.17**).

National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance with the existing overhead line in the landscape. This includes consideration of the distance between the existing and proposed lines, taking in to account technical and safety considerations.

The respondent's request that the new line be brought closer to the existing line in this section has been achieved in Option A, however this was not possible in Option B.

Environment

Effect on air quality

- 11.8.4 Recalling a past experience when their property and cars were coated with paint drifting from a nearby pylon during maintenance, two respondents say they are worried about potential dust and debris polluting the area.

NATIONAL GRID'S RESPONSE

Dust Control

Construction of the scheme would adhere to the Construction Environmental Management Plan (CEMP), provided in Volume 7 of the DCO (**Document 7.4**). The CEMP includes a section on dust management undertaken in line with current guidance, listing the dust control measures identified as part of the EIA. This is required to ensure the risk of potential dust effects is as low as possible and would not have a significant effect.

The air quality chapter of the ES (**Document 5.14**) considers the effect of the construction and operation of the Project on local air quality, including the effect of construction dust, road traffic and emissions from plant and generators where appropriate. Undertaken in line with current guidance, the assessment identifies where there is the potential for air quality effects to occur and the control measures required to mitigate any effects to the extent that a significant air quality effect does not occur, such measures are included in the CEMP.

Painting new towers

National Grid's policy is to, where possible, paint new towers shortly after they have been built. Typically, they will be repainted every 18 years. The towers are brush painted, not spray painted, which helps to reduce splashing of paint. When painting a tower, the level of wind will be assessed and painting may be deferred to a later date if too windy. Where

land owners are particularly concerned about splashing of paint, sheeting can be applied to protect some items from paint splashing. During painting, there will be an operative on the ground to make sure that excessive paint splashing can be avoided and that the activity is carried out safely.

Effect on biodiversity and wildlife

- 11.8.5 Some respondents express concern about the potential impact on local wildlife including bats and owls without elaborating further.

NATIONAL GRID'S RESPONSE

Extensive habitat and protected species surveys, including for bats and owls, along with data collation, have been used to inform the routeing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required.

Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

Effect on landscape and views

- 11.8.6 Two respondents voice their concerns about the perceived visual impact of the proposed pylons, noting that a) screening them would be impossible and b) if successful, the screening would exacerbate the problem by leading to a loss of light to their property.

NATIONAL GRID'S RESPONSE

Consideration of landscape and visual effects

Potential landscape and visual effects on the local community have been considered throughout the design and assessment work, together with consideration of key views, the location of residential properties and potential cumulative effects.

The Project has been planned to form a coherent appearance with the existing overhead line (as per the guidance note on Holford Rule 6 in National Grid's 'Our approach to the design and routeing of new electricity transmission lines', 2012). This significantly reduces the spread of both the landscape and visual effects of overhead lines across Anglesey.

The proposed location of the new overhead line has been informed by ongoing public and stakeholder consultation including feedback on route corridor options and more detailed route options, which has been influenced by professional appraisals.

A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where possible through careful routeing and pylon choice. The assessment of likely significant short and long term effects on the landscape is contained in chapter seven of the ES (Document 5.7) and the assessment of likely significant short and long term visual effects is contained in chapter eight of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

Inter-project cumulative effects are presented in section 10 of each of the topic specific chapters of the ES (**Document 5.7 to 5.18**) and the inter-project cumulative effects assessment is presented in Chapter 20 of the ES (**Document 5.20**).

Effect on cultural heritage

- 11.8.7 One respondent is concerned about the proximity of the proposed line to the Grade II listed building and asks National Grid to protect it.

NATIONAL GRID'S RESPONSE**Consideration of listed buildings**

There are a number of listed buildings located within proximity to the proposed overhead line. National Grid has had regard to the setting of listed buildings in the routing of the line, which is proposed to run parallel (Option A) or broadly parallel (Option B) with the existing line in Section D. In either Option, the location of the new line (seen adjacent to the existing line and viewed from the same elevation of the property mentioned) has resulted in the existing and the new overhead lines appearing in the same landscape setting when viewed from the properties, keeping the effects together.

Effects on the historic environment have been assessed and are reported in Chapter 10 of the ES, Historic Environment (**Document 5.10**), and this includes an assessment of likely significant effects on the settings of listed buildings.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. This includes the Voluntary Residential Planting Scheme (VRSP). Properties identified in the Residential Visual Amenity Assessment (**Document 5.8.2.3**) as being eligible for the VRSP will be offered screening planting to help reduce the effects of the Proposed Development. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

Effect on noise levels

- 11.8.8 Discussing potential noise pollution, one respondent notes that this would have a detrimental impact on a local restored barn frequented by writers, composers and performers.

NATIONAL GRID'S RESPONSE**Operational noise effects**

National Grid recognises that people living near its transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise. These concerns are taken seriously during operation and when planning and designing new infrastructure such as that proposed for the North Wales Connection Project.

Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities. Overhead transmission lines can produce audible noise when in operation, due to the effects of the wind or due to electrical mechanisms in damp or rainy weather. Potential sources of noise include the pylons themselves, conductors (wires), insulators, and fittings. Conductors and insulators will normally operate quietly, but intermittent, localised electrical noise may occur in certain weather conditions.

Pylons and pylon fittings are designed to reduce the occurrence of wind noise; however it is not possible to eliminate the effects of wind generated noise entirely. National Grid will select, based on appropriate testing, the most appropriate fittings to ensure the occurrence of wind noise from the new overhead line is minimised.

Noise levels and the effect on residential properties are carefully considered when planning new infrastructure. The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including in relation to local residents. Construction noise is considered in Chapter 15 of the ES, and

operational noise in Chapter 16 (**Documents 5.15** and **5.16** respectively).

Socio-economic

Effect on properties/communities (including effect on property value)

- 11.8.9 One respondent asks for the protection of a listed building (see the sub-theme '*Effects on cultural heritage*' above), whereas others comment that proposed measures to avoid such impacts are at the expense of other properties, the value of which would decrease as a result.

NATIONAL GRID'S RESPONSE

As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.

After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal

circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Socio-economic mitigation measures

- 11.8.10 One respondent urges National Grid to use the same style of pylons currently used for the existing line, to avoid visual disharmony.

NATIONAL GRID'S RESPONSE

National Grid has undertaken a detailed review of all possible pylon types that would achieve the technical requirements of the Project (including the T-pylon design). After careful consideration of the environmental, socio-economic, technical and cost issues associated with each, along with consultation responses, National Grid considers that the use of the standard lattice pylon design represents the most appropriate solution, having regard to the relationship with the existing overhead line. The proposed design is of similar height but overall has a lighter weight design and look thinner than those used on the existing overhead line.

Where the use of low height lattice pylons is considered to have benefits from the environmental and socio-economic perspectives, these have been proposed; specifically in the approaches to the two sealing end compounds. This includes the use of three low height pylons in the view south from the village of Star.

Considerations in respect of pylon design are detailed further in the Draft Route Alignment Report Wylfa to the Menai Crossing Area (**Document 9.5**) and in the Design Report (**Document 7.17**).

Health, Safety and Security

General health concerns and EMF concerns

- 11.8.11 Concerns are raised about the potential link between EMFs and childhood leukaemia with one respondent making a specific reference to the proximity of a local school. One respondent adds that the existing lines are just far enough to avoid damaging the health of those living in close proximity.

NATIONAL GRID'S RESPONSE

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into

account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that *"....Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern."*

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Safety considerations

- 11.8.12 Discussing the potential safety implications of the proposed line, one respondent mentions the increased probability of lightning strikes and accidents related to handling high voltage equipment. Another is concerned that the influx of non-local workers would lead to an increase in crime rates.

NATIONAL GRID'S RESPONSE

Lightning Strike

The highest point on an overhead line conductor is an earth wire; this dispels any effect of lightning strike by taking any conduction away to protection equipment in the substation. Overhead lines do not increase the probability of lightning strikes to the ground.

Accidents caused by high voltage

All equipment is designed to a high level of health and safety standards for use under normal operation and maintenance. All National Grid assets are inaccessible to the public. Safety measures are in place to protect people and the equipment in the event of failure, for example pylons have anti-climbing devices and signage.

Staff behaviour

National Grid expects a high standard of ethical behaviour from its own staff and external contractors. National Grid requires all contractors to provide and abide by an appropriate code of conduct.

Transport and Traffic

- 11.8.13 One respondent notes that their driveway is not suitable for frequent use by heavy vehicles and given existing demand from other occupants, they ask National Grid not to use it for access.

NATIONAL GRID'S RESPONSE

All consultation feedback comments relating to access have been reviewed by National Grid's design team and the proposals have been amended where appropriate to address concerns raised. Consideration was given to feedback provided in relation to the use of the respondent's driveway, and the proposed location of the access track was amended to avoid and increase the distance from the driveway. Further information is provided in the Design Report (**Document 7.17**).

11.9 Feedback received from the local community on Section E

- 11.9.1 The paragraphs below summarise comments that relate to Section E of the route from Ceint to the Afon Braint. The majority of responses received on this section came from an organised campaign. Two petitions were also received (one signed by 21 residents and another signed by 916 residents) which were based on the campaign text. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 11.9.2 Many respondents, both individual and campaign, express a strong opposition to the proposed line due to landscape and socio-economic concerns with a specific reference to the village of Star. The campaign responses also challenge the selection process noting that Section E was never part of the originally proposed route corridors. They note this is the only part of the route that deviates from the existing line, thereby introducing lines in currently unaffected areas.

“Unfortunately, Section E was never part of the original corridor proposed by the National Grid (Purple, Yellow, Blue and Orange) and Section E is now the only part of the corridor which deviates from the current route. This deviation will have a negative impact on our communities, tourism and the environment.” (Source: Campaign responses)

- 11.9.3 Two petitions (one signed by 21 residents and another signed by 916 residents) also reject the proposed overhead line in Section E.

NATIONAL GRID'S RESPONSE

National Grid's approach to routeing

National Grid recognises that individuals and communities are often concerned about new overhead electricity lines. National Grid considers that the detailed design and routeing of the line in this area has helped to reduce the potential environmental and socio-economic effects of the proposed overhead line. National Grid has carefully considered views from individual properties and the village of Star.

As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).

After careful consultation on and appraisal of all appropriate options, National Grid

considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.

Parallel routeing

National Grid has worked hard to develop a design proposal where pylon types, individual pylon locations and the sag of wires between the pylons, form a coherent appearance with the existing overhead line in the landscape. In this way, the synchronised designs do not result in a 'discordant wirescape', in accordance with the guidance set out in the Holford Rules. National Grid also proposes to remove smaller overhead lines and distribution network wood poles, which would further reduce the potential effects of the wirescape in the locality.

National Grid considers that in keeping the two lines closely parallel for much of the route, the extent of effects from overhead transmission lines has been reduced. This is also reflected in consultation feedback from the Stage One and Stage Two Consultations, which indicated a preference for keeping the connections parallel and reducing effects on the rest of the Isle of Anglesey.

It is recognised that for some sections there are proposed deviations in order to avoid considerations such as properties or designations, and therefore the proposed line may affect areas previously unaffected by the existing overhead line. The area near Star and Llanddaniel is one area where the proposed overhead line moves away from the existing, the result of the end-to-end solution required for the underground crossing of the Menai Strait.

Routeing in the Menai Strait area

In the Menai Strait area National Grid has proposed the use of a tunnel to carry the connection between Anglesey and north Gwynedd. Where the connection approaches the Menai Strait area the location of the overhead line is just one element of the required 'end to end' solution that is needed to deliver the connection. The other elements include the tunnel, shafts, tunnel head houses and cable sealing end compounds. The location of all the elements must work together to provide an end to end solution, and the location of each element is affected by factors such as geological conditions, engineering and environmental considerations, health and safety, consultation feedback and cost.

National Grid considers that the Project provides the most appropriate balance of all the factors that fall to be considered, with the connection placed in a tunnel in the area of the Menai Strait, routeing the second overhead line away from the existing overhead line in Section E.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

Route corridors

The area through which National Grid has proposed the overhead line was routed within the Orange Corridor and 'south common area' as presented in the Route Corridor Identification Report (2012), (**Document 9.1**). Route Option 5C subsequently presented in the Wylfa to Pentir Route Options Report (2015) (**Document 9.3**) broadly follows the alignment of the route for which development consent is now being sought. However, the route now proposed is a greater distance from the village of Star, over 800m away, which National Grid considers helps to reduce effects on Star.

National Grid has proposed the use of three low height pylons as the route approaches the Braint tunnel head house, and the use of low height gantries at the tunnel head house, to further reduce visual effects associated with the proposed overhead line, especially when viewed from the community of Star.

Alternatives

- 11.9.4 To address their concerns, respondents request that the line be placed underground, either fully or at least from Star. They note that the area is unconstrained agricultural land so suggest that burying the line would be cheaper than tunnelling under the Menai Strait, especially since the latter may be deemed obsolete if a third Menai crossing is built.
- 11.9.5 Another popular request is for the proposed route to follow closely the existing line (either for its full length or at least to the A55 crossing point) so equipment is kept together and lines are not introduced in new areas. Several respondents note that this would bring the new line within 615 metres of the proposed Anglesey sealing end compound and would also create opportunities in the future for the removal of the existing line.

“Alternative Ironically, if National Grid were to follow the path of their existing line for longer, they would end up less than 615 meters from their proposed Sealing End Compound by Llwyn Ogan. This would mean no sharp changes in direction, you would reduce the visual and environmental impact by keeping your equipment together (as you have done in all other Sections), there would be no new transmission pylons and cables in currently unspoilt parts of the Island whilst avoiding “boxing in” our community of Star in the process.” (Source: Member of the public - User ID: 161)

NATIONAL GRID’S RESPONSE

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid’s proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.

Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed

connection such that they do not conflict with national planning policy.

As part of its ongoing back-check National Grid has updated its Strategic Options Report (**Document 7.2**) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.

Alternative suggestions for the technology proposed or location of the connection were considered as part of the review of the design following Stage Three Consultation. This review took account of all feedback received, including the specific routeing suggestions outlined above.

National Grid appraised the alternative overhead line alignments suggested. However, it is considered that a route parallel to the existing line north of Star connecting to the compound location would result in greater visual effects when viewed from the settlement compared with the proposed alignment.

Third Menai Strait crossing

National Grid has worked, and continues to work, closely with Welsh Government on their plans for a third crossing at the Menai Strait. Welsh Government officials are keen to understand if it's possible for a bridge to carry the new electrical connection needed for Wylfa Newydd. As part of this, Welsh Government has commissioned National Grid to undertake a feasibility study into potential options to use the bridge.

There are a lot of things to consider before National Grid and Welsh Government will be able to understand if putting cables of the size required for the new electrical connection on a new bridge is possible. To our knowledge, there are no high voltage transmission cables on a bridge anywhere in the world. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out.

In addition, any proposal for a third Menai crossing put forward by Welsh Government needs to be consented and funded before it can go ahead.

At the same time, it's vital that National Grid is able to deliver a connection for Horizon in the mid-2020s, when it is expected that Wylfa Newydd would start generating. This is why National Grid is continuing with the plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.

Environment

Effect on biodiversity and wildlife

- 11.9.6 The campaign and petition responses mention concerns about the local environment but do not provide specifics.

NATIONAL GRID'S RESPONSE

Extensive habitat and protected species surveys, along with data collation, have been used to inform the routeing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required.

Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

Effect on landscape and views

- 11.9.7 The most prominent environmental concern is the perceived visual impact of the proposed line on the local villages, the views of Snowdonia and the popular tourist roads - the A55 and A5. These concerns are often raised in the context of respondents' protest at the deviation of the proposed line from the existing line and the perceived consequences of this for the local landscape and properties.
- 11.9.8 Llanddaniel and Star are the two most frequently mentioned villages with respondents noting they are visually unspoilt and that Star's elevated position would make the lines visible from multiple viewpoints both on the island and the mainland.

NATIONAL GRID'S RESPONSE**Consideration of views**

Views from Star have been considered during the design stages and pylon choice to further reduce the visual effects. This has included consideration of the existing overhead line and potential cumulative effects. The elevation of the village of Star and the lower lying elevation of the Braint sealing end compound location allow pylons to be 'backclothed' by land rather than sky, reducing the effects on views towards Snowdonia.

The centre of Llanddaniel Fab is located over 1.5km from the closest section of the proposed connection. Route Option 5A which passed to the west of Llanddaniel Fab was not taken forward as one of the options for further consideration in 2016.

A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routing and pylon choice. The assessment includes a Residential Visual Amenity Assessment for all properties within 500m of the Project and also considers the visual amenity effects on communities. Viewpoints have been selected to illustrate these effects and certain viewpoints have been chosen as photomontage locations to further demonstrate the effects.

The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in Chapter 8 of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

Effect on tourism

Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.

Assessment of effects on tourism

The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-

based assessment and a tourism survey.

National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Effect on cultural heritage

- 11.9.9 In the context of their request for undergrounding or changing the route closer to the existing line, one respondent comments that this would allow for sites of archaeological interest to be investigated and preserved.

NATIONAL GRID'S RESPONSE

National Grid has undertaken archaeological surveys to investigate sites of archaeological interest, and the development proposals include for provision of investigating and recording archaeological remains.

Construction of an underground line though open cut methods would involve considerably more ground disturbance than for an overhead line, it is very likely that this would involve the loss of or disturbance to more archaeological remains and would reduce the scope for preserving archaeological remains in situ. The greater extent of ground disturbance could allow for more investigation and recording of sites of archaeological interest, but this would not be justifiable reason for adopting this construction method, and the preference is to preserve archaeological features in situ rather than by removal.

Environmental mitigation measures

- 11.9.10 In terms of mitigation suggestions, there is a request to National Grid to plant more trees and generally protect the area and its historical sites.

NATIONAL GRID'S RESPONSE

National Grid's approach to mitigation and enhancement is defined as:

- Mitigation by design;
- Control and management measures;
- Mitigation measures; and
- Enhancement.

The design of the Project is explained within the Design Report (**Document 7.17**), including the use of low height pylons where appropriate. Control and management measures are set out in the CEMP (**Document 7.4**) and the Archaeological Strategy

(Document 7.8). These measures are considered within the EIA.

All mitigation measures set out in the ES are also provided in the Schedule of Mitigation (**Document 5.28**). This includes the replanting and management of the Gylched Covert and the woodland around Pentir substation, new planting proposed around the two tunnel head houses and sealing end compounds and proposed mitigation for historic sites.

Enhancement opportunities are set out in the Enhancement Strategy, which has been submitted as part of the DCO application (**Document 7.13**). This covers further measures such as voluntary boundary planting which could provide benefits to individual properties, and interpretation of historic sites.

Socio-economic

Effect on properties/communities (including effect on property value)

- 11.9.11 Many respondents are concerned about the proximity of the proposed line to local villages (primarily Star) and individual properties, also referencing potential associated impacts on property prices and general well-being.

“I cannot understand why you have decided to go with this route it will mean my property and several other properties will be surrounded by two pylon routes!!”
(Source: Member of the public - User ID: 298)

NATIONAL GRID'S RESPONSE

Consideration of communities

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

The effect of the Project upon the environment experienced by local residents is an important consideration. Views from Star have been considered during the design stages and pylon choice to further reduce the visual effects. This has included consideration of the existing overhead line and potential cumulative effects. The elevation of the village of Star and the lower lying elevation of the Braint sealing end compound location allow pylons to be 'backclothed' by land rather than sky, reducing the effects on views towards Snowdonia.

In accordance with National Grid's guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are also considered in the visual assessment chapter of the ES (**Document 5.8**).

National Grid has and continues to encourage any local resident who may have concerns during any stage of the Project to get in touch so National Grid can better understand their personal circumstances and address concerns where possible.

Effect on property value

The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give

permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.

National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.

Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.

Consideration of stress and anxiety

National Grid recognises that a number of local residents and stakeholders may have concerns about living close to an overhead line, and that this might cause some stress and anxiety.

Potential effects on communities and residents have been reduced through careful routing and design. National Grid has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the public and stakeholders throughout the development of the Project.

National Grid's team has engaged with landowners and tenants during the development of the Project, via correspondence, phone calls and meetings. This has enabled concerns to be raised and discussed at an early opportunity, and provided a regular point of contact to respond to queries and concerns.

National Grid has urged anyone with concerns to get in touch through the North Wales Connection Project Freephone number, address or email throughout the development of the Project:

0800 990 3567

Freepost National Grid NW Connection

nationalgrid@northwalesconnection.com

To reduce concerns relating to electric and magnetic fields (EMFs), National Grid are committed to following independent guidance set by Government to protect members of the public against EMFs.

National Grid adopts a very open position on EMFs and operates an information website and helpline to offer advice and answer questions on EMF. National Grid believes complete openness with information is one key way to help reduce stress.

The issues of stress and anxiety were discussed at the well-being workshop facilitated by Wales Health Impact Assessment Support Unit (WHIASU), the report from which fed into National Grid's Well-being Report (**Document 5.27**).

Effect on business/tourism/local economy

- 11.9.12 Highlighting the importance of the tourism industry to the local economy, many respondents comment that the proposed lines would change visitors' perception of the island, especially since Star's elevated position would make the lines more prominent. One respondent adds that while the Project would provide jobs locally, this should not be at the expense of existing businesses and the environment.
- 11.9.13 Other concerns focus on the potential impact on green agricultural land and a local farm, whose activities, respondents say would be disturbed by the proposed access roads.
- 11.9.14 One respondent comments that the proposals would impact on the local language and culture but does not specify how.

NATIONAL GRID'S RESPONSE**Effect on tourism**

Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (**Document 5.7** and **5.8** respectively).

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.

Assessment of effects on tourism

The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.

National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Local employment

The construction period for the Project is anticipated to be six years with an estimated

peak workforce in the region of 450 people. Construction of the overhead line, underground cables and tunnelling would involve specialist contractors, which are unlikely to be available locally. National Grid has and continues to work with IACC, Gwynedd Council and Welsh Government in relation to opportunities for local employment and the local supply chain as a result of the Project.

The socio-economics chapter of the ES (**Document 5.17**) includes consideration of indirect/induced employment and expenditure effects.

National Grid offers a range of apprenticeship opportunities around the UK. While the training is administered centrally, apprentices get the opportunity to work on regional projects. National Grid is delighted to have taken on board two apprentices from Porthmadog and Amlwch in the last few years. They split their time between Aston University, Eakring training centre and Pentir. The apprentices have gained experience working across North Wales, including the North Wales Connection Project, and play an important role within the project team while continuing to learn valuable engineering skills.

Enhancement opportunities including the use of local workforce are set out in the Enhancement Strategy (**Document 7.13**), which has been submitted as part of the DCO application.

Effect on agriculture

National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate. Examples include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Amendments to the design are described in more detail in **Table 9.1** and **9.3** of this Consultation Report and in the Design Report (**Document 7.17**). National Grid aims to complete site work within the shortest appropriate duration and temporary accesses will be removed following completion.

Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.

National Grid encourages landowners and tenants to appoint Land Agents to act on their behalf in relation to the discussions and negotiations they are engaged in as the Project progresses. National Grid is willing to reimburse reasonable professional fees, on appropriate terms to be agreed in advance, in negotiations relating to the acquisition of rights, the granting of voluntary consent and the carrying out of works affecting private land. As part of the ongoing engagement with landowners and tenants, a land agents briefing on the Project, its development and the associated land rights was also provided.

The agriculture chapter of the ES (**Document 5.18**) includes an assessment of likely significant effects on agricultural land use and soils, both during construction (short to medium term) and operation (long term).

Effect on Welsh Language

A Welsh Language Impact Assessment (WLIA) has been undertaken for National Grid by a North Wales based consultancy specialising in undertaking such assessments. The assessment is included in Volume 5 of the DCO application (**Document 5.27**). The scope and approach of the WLIA was discussed and agreed with IACC and Gwynedd Council, and aligns with the relevant national and local guidance. A draft WLIA was issued to IACC, Gwynedd Council and Welsh Government for comment ahead of

submission.

The WLIA considered effects on five key aspects of community life: population characteristics, quality of life, economic factors, infrastructure supply and social and cultural aspects. Where effects on Welsh language have been identified as part of the WLIA, mitigation and/or enhancement measures have been proposed as necessary in order to address those effects.

Control and management measures for construction of the Project are set out in the Construction Environmental Management Plan (CEMP) (**Document 7.4**). The CEMP contains a section on Code of Conduct. It specifies that the contractor will be a member of the Considerate Constructors Scheme and will adhere to a Code of Conduct. The Code of Conduct will include sections on respecting the environment, respecting communities and respecting Welsh Language and Welsh Culture. Information will be provided to workers on language awareness, local linguistic and cultural context and how to demonstrate linguistic courtesy and cultural sensitivity. Site inductions and toolbox talks, will include information about Welsh language words and phrases, and information on resources for learning Welsh.

Health, Safety and Security

General health concerns and EMF concerns

- 11.9.15 As with other sections of the route, many respondents comment on the potential health impact of EMFs, including potential links to increased cancer rates. Some of these respondents express disappointment that National Grid has not conducted a health impact assessment and do not plan to include it in the Environmental Statement, even though residents have asked for reassurance about the safety of the proposals.
- 11.9.16 In the context of their concerns about the proximity of the proposed lines to properties, some respondents say they are worried about residents' mental health.

NATIONAL GRID'S RESPONSE

Health and Electric and Magnetic Fields (EMFs)

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment,

including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that *"....Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern."*

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Well-being Report

National Grid is not a listed body under the Well-being of Future Generations (Wales) Act 2015. However, National Grid voluntarily worked with the Isle of Anglesey County Council, Gwynedd Council, supported by Wales Health Impact Assessment Support Unit (WHIASU) to consider well-being. This involved meetings to scope the approach to the well-being work and to agree on the format of a well-being workshop. The workshop was organised by Isle of Anglesey County Council and facilitated and written up by WHIASU and subsequently IACC and National Grid met together with WHIASU in order to review the content of WHIASU's report.

Drawing on the findings of the WHIASU report and the Environmental Statement, National Grid produced a Well-being Report. The Well-being Report is contained in Volume 5 of the DCO application (**Document 5.27**).

The Well-being Report explains the work undertaken, including the well-being related issues raised during the process. It provides details as to where the relevant information relating to those issues is contained within the North Wales Connection DCO application documentation in order to assist people in finding that information.

Transport and Traffic

- 11.9.17 Commenting on National Grid's plans to build new access roads, several respondents question the need for one of them as they note there is a parallel road (built in 1996) that has the capacity to sustain the amount of construction traffic required. Moreover, they say the proposed road would disturb agricultural land and a driveway to a private residence.

"All this when there is a perfectly well constructed public road running parallel to this proposed road as far as the National Grid need in order to access their works just beyond Garnedd Fawr. This road was provided as part of the A55 DBFO project as a result of highway alterations arising out of the construction of the new expressway in the 1990's." (Source: Member of the public - User ID 102436)

- 11.9.18 There are also concerns about the suitability of the local infrastructure (A5, A55, Britannia Bridge and the isthmus shaped junction at Star) to accommodate the volume of HGV and articulated vehicle traffic during the long construction stage.

NATIONAL GRID'S RESPONSE

The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (**Document 7.5**) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**).

Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads. Feedback also informed amendments made to the location of the temporary access roads, with specific suggestions adopted in the final proposed design where appropriate, including that highlighted above. In this particular instance, the highways officers at IACC were able to confirm the extent of the public highway and the proposed parallel access has been removed from the Proposed Development.

Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.

The ES and the Transport Assessment consider the potential for increased road traffic collisions, and links and junctions on the local highway network have been assessed for capacity, delay and suitability for HGV traffic. Included in the assessment are key highway links such as the A5, A55 (including Britannia Bridge) and junctions local to Star including the A5/Llanddaniel Road, A5/Star Overbridge and A5/Pont Ronwy Link.

11.10 Feedback received from the local community on the Anglesey part of Section F

- 11.10.1 The paragraphs below summarise comments that relate to the Anglesey part of Section F. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 11.10.2 The majority of respondents commenting on Section F focus on the sealing end compounds, the Menai Strait tunnel or the overhead line on the Gwynedd side and as such are reported under the relevant chapters of this report.
- 11.10.3 Just two respondents comment specifically on the proposals in the Anglesey part of Section F, with both asking for the existing line from Fron Isaf to Pentir to be placed in the tunnel alongside the new line, noting that this would be beneficial for the local landscape, including the Menai Strait area.

NATIONAL GRID'S RESPONSE

In developing a new connection such as the North Wales Connection Project, the scope of the development is restricted to that required to meet the terms of the contracts National Grid has, as set out in the Project Needs Case (**Document 7.1**). Both the new and existing connections are required to enable safe and secure transmission of the energy from Wylfa Newydd. Aside from the transpositions required as part of the new,

second connection, no changes to the existing pylons are necessary to deliver the North Wales Connection Project.

11.11 Feedback received from the local community on the tunnel under Menai Strait

- 11.11.1 This section summarises feedback received on the tunnel construction and tunnel head houses as well as feedback addressing the proposals in the area of the Menai Strait as a whole. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 11.11.2 Those respondents that comment on the proposals at the Menai Strait are pleased overall with the proposed undergrounding, noting that it would help mitigate the perceived visual impact on the area. Several, however, caveat their support by noting that they would prefer a full subsea connection or by expressing concerns about impacts during the construction phase.
- 11.11.3 Some respondents say that they oppose the proposals in this route section either because they disagree with the Project altogether or because they say they prefer an alternative solution (see alternatives below).
- 11.11.4 One business, notwithstanding their request for full undergrounding of the proposed line, states their support for the proposed undergrounding at the Menai Strait. However, they say that, should the tunnel head remain in its current position, they would have concerns about the effect on local and general landscape and suggest the need for visual screening.

NATIONAL GRID'S RESPONSE

National Grid notes the support for the proposed undergrounding of the connection in the area of the Menai Strait by respondents.

As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.

After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.

Subsea connection

Subsea connection options for Wylfa Newydd present technical and cost challenges.

In relation to technical challenges, there are no examples of a large nuclear generator in operation anywhere in the world that's connected to a network using voltage source converter (VSC) HVDC (high voltage direct current) technology. Connecting a nuclear power station using VSC HVDC technology would present an unprecedented technical

challenge. The length of time needed to investigate the particular technical challenges is unknown and it could put National Grid's ability to connect Wylfa Newydd in the mid-2020s at risk. Horizon Nuclear Power is also of the view that a HVDC connection could introduce significant additional technical and programme risk, which they would seek to avoid, and has said they would be concerned about any plans to connect Wylfa Newydd in this way.

National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Therefore cost is one of a number of important considerations in reaching this balance. All of the money invested in new connections is passed onto consumers through their energy bills.

Subsea alternating current (AC) connections are technically feasible options, but with the cheapest subsea AC connection over £1.1 billion, it is one of the most costly options of all those considered, including when compared to placing the connection between Wylfa and Pentir wholly underground. The subsea HVDC options were also over £1.1 billion, significantly more costly than a combined onshore overhead and underground solution at approximately £0.65 billion. Details of the strategic options considered and the associated costs details are provided in the Strategic Options Report 2018 (**Document 7.2**).

A second connection is required under the terms of National Electricity Transmission System (NETS) Security and Quality of Supply Standard (SQSS), hence it is important that both the existing and the new connection are kept in full working order and that any unplanned repairs are completed as quickly as possible. In that context, in the event of a fault, a subsea repair could take up to six months to complete and be more costly compared to a repair on an onshore solution. Wylfa Newydd is an important new electricity generator for the UK and will need a secure connection at all times.

In view of all of the above factors, National Grid considers that the proposed overhead line and tunnel at the Menai Strait is the most appropriate solution to connect the new generation at Wylfa Newydd.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**), which provides details of the strategic options considered, including subsea connections, and the reasons for selecting the preferred option.

Construction effects

The Project has been subject to environmental assessment throughout its development, with professionals from appropriate disciplines involved in the appraisal of design options for the proposed connection. The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume 5 of the DCO application. The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation.

Alongside the ES, National Grid has produced and submitted a Construction Environment Management Plan (CEMP) (**Document 7.4**) and other management plans, which set out the environmental control and mitigation measures. Compliance with the CEMP and other management plans is to be secured by a Requirement imposed on the Development Consent Order.

The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (**Document 7.5**) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**). Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the

proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.

A number of amendments were made to the access proposals for both tunnel head houses as a result of feedback received during the Stage Three Consultation. A new access route has been included within the final Project for the Braint tunnel head house, and the nature of use associated with the three accesses originally proposed has been amended. Further detail is provided in the Design Report (**Document 7.17**). As a result, the environmental and socio-economic effects of the accesses to the tunnel head house on the surrounding communities of Llanfairpwll and Llanddaniel have been substantially reduced. These effects are assessed in the traffic and transport chapter of the ES (**Document 5.13**).

The Environmental Statement (Volume 5), the Outline Construction Traffic Management Plan (**Document 7.5**) and the Construction Environmental Management Plan (**Document 7.4**) provide detailed information concerning the mitigation and management measures that National Grid propose at both the Anglesey and Gwynedd tunnel head house sites. This includes information regarding both the construction and operational phases. Examples of mitigation measures proposed include traffic management, landscape screening, habitat creation and drainage attenuation.

Tunnel head house location and visual screening

Where the connection approaches the Menai Strait area the location of the tunnel head house is just one element of the required 'end to end' solution that is needed to deliver the connection. The other elements include the connecting overhead lines, cable sealing end compounds, shafts and the tunnel. The location of all the elements must work together to provide an end to end solution, and the location of each element is affected by factors such as geological conditions, engineering and environmental considerations, health and safety, consultation feedback and cost.

National Grid considers that the Project and the location of the each element of the infrastructure required provides the most appropriate balance of all the factors that fall to be considered.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

Alternatives

- 11.11.5 There is widely shared support for National Grid to contribute financially to a third crossing (either road or railway bridge) at the Menai Strait that can also be used to carry the cables. These respondents tend to argue that this would reduce the traffic pressure on Britannia Bridge, eliminate the need for tunnel head houses and release funds that could be spent by National Grid on undergrounding other parts of the route.

“As the requirement is to cross the Menai Strait with an aesthetically acceptable solution; this could be combined with another requirement. Anglesey requires a Third Road Bridge, so why not build a bridge incorporating the capacity to carry the necessary cables and infrastructure thus satisfying both needs? You would be using proven technologies; costs, risks and timescales would surely be reduced even if some changes to the location of the route is required in re-routeing the land-based connections” (Source: Member of the public - User ID 374)

- 11.11.6 One respondent says they prefer an overhead solution in this section, suggesting that the money should be spent on protecting people's properties instead.

- 11.11.7 There is also a request for the existing line crossing the Strait to be undergrounded, with two respondents suggesting this should start from Llanfihangel Esceifiog.

NATIONAL GRID'S RESPONSE

Third Menai Strait Crossing

National Grid has worked, and continues to work, closely with Welsh Government on their plans for a third crossing at the Menai Strait. Welsh Government officials are keen to understand if it's possible for a bridge to carry the new electrical connection needed for Wylfa Newydd. As part of this, Welsh Government has commissioned National Grid to undertake a feasibility study into potential options to use the bridge.

There are a lot of things to consider before National Grid and Welsh Government will be able to understand if putting cables of the size required for the new electrical connection on a new bridge is possible. To our knowledge, there are no high voltage transmission cables on a bridge anywhere in the world. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out.

In addition, any proposal for a third Menai crossing put forward by Welsh Government needs to be consented and funded before it can go ahead.

At the same time, it's vital that National Grid is able to deliver a connection for Horizon in the mid-2020s, when it is expected that Wylfa Newydd would start generating. This is why National Grid is continuing with the plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.

Underground in the Menai Strait area

Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.

Place the existing line underground

In developing a new connection such as the North Wales Connection Project, the scope of the development is restricted to that required to meet the terms of the contracts National Grid has, as set out in the Project Needs Case (**Document 7.1**). Both the new and existing connections are required to enable safe and secure transmission of the energy from Wylfa Newydd. Aside from the transpositions required as part of the new, second connection, no changes to the existing pylons are necessary to deliver the North Wales Connection Project.

Environment

Effect on landscape and views

- 11.11.8 One respondent is critical of the proposals in this section because of their potential visual impact on the local area. Another raises concern about the height of the shaft-head and the impact this may have on the landscape.

NATIONAL GRID'S RESPONSE

Consideration of visual effects

Potential visual effects on the local community have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routing and pylon choice.

Also included in the Landscape and Visual Impact Assessment is a Residential Visual Amenity Assessment for all properties within 500m of the Project, and consideration of visual amenity effects on communities. Viewpoints have been selected to illustrate these effects and certain viewpoints have been chosen as photomontage locations to further demonstrate the effects.

The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in Chapter 8 of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

Tunnel head house dimensions and design

National Grid has worked to lower the overall height of the equipment and buildings for both the tunnel head houses. The proposed building height is now lower than that originally proposed, and at Ty Fodol National Grid is proposing to cut the compound into the hill side so as to further reduce the apparent height.

National Grid has developed a Design Guide for the Proposed Tunnel Head Houses and Permanent Site Landscaping (**Document 7.19**), which sets out the key design principles for the tunnel head houses and surrounding landscaping, including materials, palette and built form. National Grid has also developed a proposal for re-profiling and landscaping that would also help to screen the operation site in the longer term. Details of the planting proposed can be found in the landscape assessment chapter of the ES (**Document 5.7**) and illustrated in Documents **5.7.1.12 to 5.7.1.16**.

Effect on noise levels

- 11.11.9 Some respondents are concerned that the noise (both from construction activities and the cooling fans) and overall disruption during the construction stage would impact residents and tourists alike.

NATIONAL GRID'S RESPONSE

The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including potential effects to local residents. Construction noise is considered in Chapter 15, Construction Noise and Vibration (**Document 5.15**), and operational noise in Chapter 16, Operational Noise (**Document 5.16**). In addition, the socio-economics chapter of the ES (**Document 5.17**) includes a qualitative assessment of effects on residential amenity, tourist and recreational facilities and tourism accommodation based on the combination of air quality, noise, visual and traffic and transport effects.

Construction noise

On the basis of the predicted traffic flows, it is not expected that there would be significant increases in noise levels from traffic on the highway network, except on the

major routes around the construction compound and areas around the two tunnel head houses.

In some areas, new access tracks will be constructed resulting in an increase in noise levels in locations that are very rural and currently have very little traffic in the vicinity. However, these tracks would only be in use temporarily, during the construction works, and are unlikely to be in use for the entire construction period. Access track construction will be a very short-term activity that would affect the majority of locations for a period of less than two weeks.

Although noise levels will increase in some places, particularly in rural areas near to the access tracks but away from major roads, the noise would not be dissimilar from typical machinery used in farms. There are very few locations where traffic increases would increase noise levels that are currently low above a threshold at which there is potential for annoyance due to noise, and these few areas are around the tunnelling construction compounds at Braint and Tŷ Fodol. There are no schools that have been identified that are likely to experience more than a negligible adverse noise effect from construction traffic.

Operational noise from the tunnel head houses and SECs

Chapter 16, Operational Noise, of the ES (**Document 5.16**) describes the types of noise that may be heard from cable sealing end compounds and tunnel head houses (THHs). Noise from equipment within the cable sealing end compounds would be of a very low level and similar to that described for overhead lines as it is produced from the same type of equipment, while noise from the tunnel head houses would be primarily due to the operation of the main tunnel ventilation fans and/or the smaller stairwell ventilation fans. Noise levels from the THHs would be controlled through a legally binding Requirement as part of the DCO.

The principal noise sources within the sealing end compounds are very similar to those of the overhead line, i.e. conductors (wires), insulators and bushings (which perform a similar function to insulators). This type of equipment is not normally noisy, but intermittent, localised noise may occur in certain weather conditions. When it occurs it would be heard as a 'crackle' or a 'fizz' which sometimes may be accompanied by a low level 'hum' in wet weather. The sealing end compounds at Braint and Ty Fodol are located at least 250 metres away from the nearest home and it is extremely unlikely that noise from equipment within the sealing end compounds will be audible at this distance.

National Grid has actively engaged with IACC and Gwynedd Council and it has been agreed that noise emissions from each THH site would be controlled through a condition (known as a Requirement) stipulating a maximum noise level at the nearest residential properties during operation.

Measures have been incorporated into the THH designs to ensure noise is mitigated to a level that is unlikely to be audible at the nearest residences even under worst case operating conditions. Measures include orientation of the head house buildings, the use of acoustic louvres and the specification of operational plant. The tunnel head house at Ty Fodol would contain two types of fans – the main tunnel ventilation fans and much smaller stairwell fans - while the tunnel head house at Braint will only contain the smaller stairwell fans.

The potential effect of the operation of the Project on surrounding noise sensitive receptors is assessed in Chapter 16 of the ES (**Document 5.16**), and it concludes that there would be no significant effects at residential receptors due to noise from the operation of equipment proposed as part of the Project.

Environmental mitigation measures

- 11.11.10 One respondent asks for the environment to be protected and for any potential impact to be kept to a minimum.
- 11.11.11 Another says they are pleased with the proposed mitigation measures to landscape the tunnel heads.

NATIONAL GRID'S RESPONSE

National Grid notes the support by a respondent for the proposed mitigation measures relating to landscaping around the tunnel head houses.

Consideration of environmental effects and protection

The Project has been subject to environmental assessment throughout its development, with professionals from appropriate disciplines involved in the appraisal of design options for the proposed connection. The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume 5 of the DCO application. The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation.

Alongside the ES, National Grid has produced and submitted a Construction Environment Management Plan (CEMP) (**Document 7.4**) and other management plans, which set out the environmental control and mitigation measures. Compliance with the CEMP and other management plans is to be secured by a Requirement imposed on the Development Consent Order.

The Environmental Statement (Volume 5), the Outline Construction Traffic Management Plan (**Document 7.5**) and the Construction Environmental Management Plan (**Document 7.4**) provide detailed information concerning the mitigation and management measures that National Grid propose at both the Anglesey and Gwynedd tunnel head house sites. This includes information regarding both the construction and operational phases. Examples of mitigation measures proposed include traffic management, landscape screening, habitat creation and drainage attenuation.

Transport and Traffic

- 11.11.12 Some respondents are concerned about the potential impact of construction traffic (HGV movements and vehicles used for the disposal of soil) on the local road network, mentioning Britannia Bridge and Nant y Garth Hill as specific pinch points.
- 11.11.13 Discussing the proposed excavation works, one business comments that the local infrastructure cannot sustain heavy traffic and they would oppose any proposals that would involve the use of A4080 and a local single track line, linking the western end of Llanfairpwll with the A4080. Instead, they ask for the spoil to be moved by rail or failing that, they suggest an alternative access road using Llanddaniel Road.

NATIONAL GRID'S RESPONSE

The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (**Document 7.5**) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**)

Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads. Feedback also informed amendments made to the location of the temporary access roads, with specific

suggestions adopted in the final proposed design where appropriate.

Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to

A number of amendments were made to the access proposals for both tunnel head houses as a result of feedback received during the Stage Three Consultation. A new access route has been included within the final Project for the Braint tunnel head house which reduces the use of the A4080, and the nature of use associated with the three accesses originally proposed has been amended (including the road from Llandaniel to the A5). Further detail is provided in the Design Report (**Document 7.17**). As a result, the environmental and socio-economic effects of the accesses to the tunnel head house on the surrounding communities of Llanfairpwll and Llandaniel have been reduced. These effects are assessed in the traffic and transport chapter of the ES (**Document 5.13**).

The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay. The scope of the Transport Assessment has been agreed with Welsh Government, IACC and Gwynedd Council, including the extent of the trunk road network that has been assessed. This covers the Britannia Bridge, Nant y Garth Hill and the A4080.

Use of rail for transportation

The nature of overhead line construction can involve numerous concurrent work locations which construction workers, equipment and materials have to reach. It is therefore not feasible to use the railway to transport workers and/or goods for the overhead line.

The potential to use the railway to transport spoil from the tunnel and to bring in concrete lining segments has also been considered. There are no existing sidings or rail loading facilities in close proximity to either tunnel head house sites or substation locations. The amount of material being generated from the tunnel or substation works would make the construction of such a siding or rail loading facility for this purpose unviable.

Furthermore, the construction of a siding would require a significant amount of materials and therefore HGV movements in itself. In any case, the use of any other sidings in the region would not reduce the amount of HGV movements generated, as the tunnel spoil would need to be transported to these facilities by road and any materials would need to be transported from these facilities to the construction sites by road.

11.12 Feedback received from the local community on the sealing end compounds

- 11.12.1 The paragraphs below summarise feedback received on the sealing end compounds (SECs). Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Alternatives – Anglesey SEC

- 11.12.2 A suggestion provided is to position the Anglesey SEC where the existing and the new lines diverge, to avoid the split of two sets of pylons in the area.

NATIONAL GRID'S RESPONSE

Extending the tunnel

National Grid has reviewed its proposals for the tunnel in the light of feedback responses. Whilst extending the tunnel (for example to start at Ceint) could reduce the likely environmental effects of the overhead line it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, an intermediary shaft may be required, and it would generate additional quantities of spoil resulting in increased traffic movements. As a result, it would further increase the costs of the scheme.

National Grid has considered the proposals for extending the tunnel and does not consider that the benefits, given the additional technical complexity and cost, outweigh the likely environmental effects of the overhead line proposed.

Environment

Effect on landscape and views – Gwynedd and Anglesey SECs

- 11.12.3 Some respondents are concerned that the proposed sealing end compounds, alongside the overhead section in Gwynedd, would affect the views in to, out of and between Plas Newydd and the Vaynol Estate, as well the views from and to Snowdonia and across the Menai Strait.

NATIONAL GRID'S RESPONSE

Consideration of views

Views in to, out of and between Plas Newydd and the Vaynol Estate, as well the views from and to Snowdonia and across the Menai Strait, have been considered during the development of the Project. The proposed tunnel in the areas of the Menai Strait will reduce effects on the Menai Strait and the wider area (including the AONB, the registered parks and gardens at Plas Newydd and the Vaynol Estate, and views towards the Snowdonia National Park from the AONB).

The views from Plas Newydd and the Vaynol Estate have been considered in Chapter 8 of the ES: Visual Assessment and in Appendix 8.2 Viewpoint Assessment (**Documents 5.8 and 5.8.2.2**). Wireframes have been produced for all viewpoint locations in order to show the extent of the Proposed Development within these views, refer to VP-6/02 and VP-6/14 for views from Plas Newydd and Vaynol respectively contained in Appendix 8.2. The wireframes and photos for these viewpoints show how the existing landforms and vegetation would screen views of the proposed cable sealing ends and tunnel head houses completely in both views, just as Pentir Substation is already screened. The upper parts of pylons would be potentially visible but due to distance, the effect would be negligible.

A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. The assessment of likely significant short and long term effects on the landscape is contained in chapter seven of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in chapter eight of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

National Grid has also developed a proposal for re-profiling and landscaping that would also help to screen the operational sites in the longer term. Details of the planting proposed can be found in the landscape assessment chapter of the ES (**Document 5.7**) and illustrated in **Documents 5.7.1.12 to 5.7.1.16**.

Effect on noise levels – Gwynedd and Anglesey SECs

- 11.12.4 Some respondents are concerned that the noise and overall disruption during the construction stage would impact residents and tourists alike.

NATIONAL GRID'S RESPONSE

The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including potential effects to local residents. Construction noise is considered in Chapter 15, Construction Noise and Vibration (**Document 5.15**), and operational noise in Chapter 16, Operational Noise (**Document 5.16**). In addition, the socio-economics chapter of the ES (**Document 5.17**) includes a qualitative assessment of effects on residential amenity, tourist and recreational facilities and tourism accommodation based on the combination of air quality, noise, visual and traffic and transport effects.

Construction noise

On the basis of the predicted traffic flows, it is not expected that there would be significant increases in noise levels from traffic on the highway network, except on the major routes around the construction compound and areas around the two tunnel head houses.

In some areas, new access tracks will be constructed resulting in an increase in noise levels in locations that are very rural and currently have very little traffic in the vicinity. However, these tracks would only be in use temporarily, during the construction works, and are unlikely to be in use for the entire construction period. Access track construction will be a very short-term activity that would affect the majority of locations for a period of less than two weeks.

Although noise levels will increase in some places, particularly in rural areas near to the access tracks but away from major roads, the noise would not be dissimilar from typical machinery used in farms. There are very few locations where traffic increases would increase noise levels that are currently low above a threshold at which there is potential for annoyance due to noise, and these few areas are around the tunnelling construction compounds at Braint and Tŷ Fodol. There are no schools that have been identified that are likely to experience more than a negligible adverse noise effect from construction traffic.

Operational noise from the cable sealing end compounds

Chapter 16, Operational Noise, of the ES (Document 5.16) describes the types of noise that may be heard from cable sealing end compounds and tunnel head houses (THHs). Noise from equipment within the cable sealing end compounds would be of a very low level and similar to that described for overhead lines as it is produced from the same type of equipment, while noise from the tunnel head houses would be primarily due to the operation of the main tunnel ventilation fans and/or the smaller stairwell ventilation fans. Noise levels from the THHs would be controlled through a legally binding Requirement as part of the DCO.

The principal noise sources within the sealing end compounds are very similar to those of the overhead line, i.e. conductors (wires), insulators and bushings (which perform a similar function to insulators). This type of equipment is not normally noisy, but intermittent, localised noise may occur in certain weather conditions. When it occurs it would be heard as a 'crackle' or a 'fizz' which sometimes may be accompanied by a low level 'hum' in wet weather. The sealing end compounds at Braint and Ty Fodol are located at least 250 metres away from the nearest home and it is extremely unlikely that noise from equipment within the sealing end compounds will be audible at this distance.

National Grid has actively engaged with IACC and Gwynedd Council and it has been agreed that noise emissions from each THH site would be controlled through a condition (known as a Requirement) stipulating a maximum noise level at the nearest residential properties during operation.

Measures have been incorporated into the THH designs to ensure noise is mitigated to a

level that is unlikely to be audible at the nearest residences even under worst case operating conditions. Measures include orientation of the head house buildings, the use of acoustic louvres and the specification of operational plant. The tunnel head house at Ty Fodol would contain two types of fans – the main tunnel ventilation fans and much smaller stairwell fans - while the tunnel head house at Braint will only contain the smaller stairwell fans.

The potential effect of the operation of the Project on surrounding noise sensitive receptors is assessed in Chapter 16 of the ES (**Document 5.16**), and it concludes that there would be no significant effects at residential receptors due to noise from the operation of equipment proposed as part of the Project.

Transport and Traffic

Gwynedd and Anglesey SECs

- 11.12.5 One respondent comments that the local road network is already congested and unsuitable to support a project of such scale.

NATIONAL GRID'S RESPONSE

The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (**Document 7.5**) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (**Document 5.13**) and Transport Assessment report (**Document 5.13.2.1**)

Consultation feedback and further assessment work has been used to inform the scheme design, and includes the wide use of temporary access roads to keep construction traffic away from less suitable public highway links, such as some minor roads. Feedback also informed amendments made to the location of the temporary access roads, with specific suggestions adopted in the final proposed design where appropriate.

Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.

The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay. The scope of the Transport Assessment has been agreed with Welsh Government, IACC and Gwynedd Council, including the extent of the trunk road network that has been assessed.

11.13 Feedback received from the local community on the Gwynedd side of Section F

- 11.13.1 The paragraphs below summarise feedback received on the Gwynedd side of Section F. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 11.13.2 Citing landscape concerns and preference for an underground solution, some respondents reject the use of pylons in this section of the route.

- 11.13.3 Conversely, another states their support for the proposal, adding that they understand the need for the Project.
- 11.13.4 One business comments specifically on the Gwynedd side of Section F, saying that they do not want any pylons without elaborating further.

NATIONAL GRID'S RESPONSE

National Grid notes the support by a respondent for the proposed connection, recognising the need for the Project.

Underground to Pentir

National Grid carefully considered the siting of the Ty Fodol tunnel head house within Gwynedd and the use of both overhead line and underground cables to complete the connection to Pentir substation. Whilst extending the tunnel to Pentir could reduce the likely environmental effects of the overhead line in Gwynedd it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, and it would generate additional quantities of spoil resulting in increased traffic movements. As a result, it would also further increase the cost of the scheme.

National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed in the context of applicable statute, policy and guidelines.

The options in this area were revisited as a result of the consultation comments received in feedback to the Stage Three Consultation, but no new information was presented that altered the above analysis. This is described in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Opposition to pylons

As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5).

National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.

National Grid has sought to reduce the effects on communities and residents through routeing and design decisions, and made timely design decisions in order to reduce any concern or uncertainty about the proposals.

After careful consultation on and appraisal of all appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.

Alternatives

- 11.13.5 In the context of their concerns about the potential visual impact, many respondents ask that the proposed line to be undergrounded in this area, arguing that cost is not a sufficient reason to ignore people's preference and that the overall cost is not significant when considered against the total cost of the Project or the cost to the residents and the environment. One respondent adds that other services (such as gas and water) are undergrounding their equipment, so National Grid should do the same. Another notes that if the conventional undergrounding is not viable, then National Grid should explore undergrounding in ducts and use an energy recovery system to channel the released energy for horticultural use.

“It is understood that the use of underground ducts would require heat dissipation through the use of cooling systems. Dissipation of heat to the atmosphere would result in a loss of that energy. This potential negative effect could provide an opportunity for some kind of energy recovery system. Low level energy could be channelled very simply for horticultural use. One could envisage an ongoing, sustainable use of this energy for growing crops in greenhouses. The same could be considered for energy dissipated from the tunnel. National Grid is urged to consider this option which would improve the impact and green credentials of this project.”
(Source: Member of the public - User ID 102491)

- 11.13.6 There is also a request for the existing line in the area to be undergrounded.
- 11.13.7 One respondent asks for the proposed line to follow closely the existing one so it can be screened by the woodland around Nant y Garth.

NATIONAL GRID'S RESPONSE

Underground the connection

When designing new connections National Grid is required by national policy (National Policy Statement (NPS) EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. The cost of electricity transmission developments ultimately finds its way onto the bills of electricity consumers. For this reason National Grid has a statutory duty under Section 9 of the Electricity Act 1989 to be economic, co-ordinated and efficient when developing new transmission proposals. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including a hybrid option (on request from consultation feedback) and a wholly underground option. National Grid has also considered placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line with a 4km section of undergrounding in the Menai Strait area to be the most appropriate approach in the context of applicable statute, policy and guidelines.

Following consideration of consultation feedback together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area, which includes the Anglesey Area of Outstanding Natural Beauty and two Registered Parks and Gardens, would result in a conflict with national planning policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances. However, this is not the case for the remainder of the route between Wylfa and Pentir, where careful design and detailed mitigation proposals have limited the environmental and socio-economic effects of the overhead line part of the proposed connection such that they do not conflict with national planning policy.

As part of its ongoing back-check process National Grid has updated its Strategic Options Report (**Document 7.2**) which appraises the technology choices, environmental considerations, and costs of the strategic options considered, including a fully underground connection, and the reasons for selecting the preferred option.

Underground to Pentir

National Grid carefully considered the siting of the Ty Fodol tunnel head house within Gwynedd and the use of both overhead line and underground cables to complete the connection to Pentir substation. Whilst extending the tunnel to Pentir could reduce the likely environmental effects of the overhead line in Gwynedd it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, and it would generate additional quantities of spoil resulting in increased traffic movements. As a result, it would also further increase the cost of the scheme.

National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed in the context of applicable statute, policy and guidelines.

The options in this area were revisited as a result of the consultation comments received in feedback to the Stage Three Consultation, but no new information was presented that altered the above analysis. This is described in the Back-check of Wylfa-Pentir Design Decisions Report (**Document 7.18**).

Use of cable ducts and an energy recovery system

Underground cable systems are designed to lose very little heat during operation, and so reduce electrical losses and minimise any effect on surrounding ground. If the connection for Wylfa Newydd were to be placed underground, heat would be generated along the linear alignment of the cables, so any equipment to capture this heat would have to be installed parallel and close to the cable alignment. This means that any heat captured would have to be pumped via an insulated pipe or tube to a location where it could be utilised, via heat-exchangers, to gather and gain benefit from the energy. The further the heat-exchangers are from the source of the heat, the less efficient the system becomes. The energy loss would be significant over the length of the connection for Wylfa Newydd. If put in place for a project of this nature, an energy recovery system would, therefore, not be effective as any energy recovered would be negated by the power required to pump it over such distances.

National Grid has experience of waste heat recovery as it is currently trialling heat recovery systems in three substations across the country to assess the performance and potential efficiency gains from three different variations of heat recovery systems. However, in these instances (in contrast to the linear Wylfa Newydd connection described above) energy is being recovered in high levels in a relatively small area and exported to buildings nearby, within the substation site.

Given the small amount of waste heat likely to be extracted and the considerable cost of such a system, National Grid does not consider that a buried cable with a waste heat recovery system is a suitable technology option for the Wylfa Newydd connection.

In general, when undergrounding in agricultural land cables will only be installed in ducts where there are obstructions to the use of 'conventional direct buried cables', such as roads and rivers. This is due to the length of time required for construction and additional technical considerations such as the earthing distances required and heat generation. In either case, both methods involve using open trenches and a similar working width, therefore the strip of land required is also generally similar.

Following the existing line in Gwynedd

There are no practical opportunities to route the new connection close to the existing line between the proposed SEC location and the substation at Pentir without significantly increasing the overall route length and number of larger angle pylons which would result in significantly greater adverse effects on the landscape. For this reason the proposed

alignment is considered more appropriate.

Environment

Effect on landscape and views

- 11.13.8 The most common environmental concern expressed in this section is the perceived impact on the local landscape and views from Snowdonia National Park with some respondents also highlighting the potential cumulative effect with existing infrastructure (substation, existing lines). These concerns are often accompanied by requests for undergrounding.

NATIONAL GRID'S RESPONSE

A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in Chapter 8 of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

Potential landscape and visual effects have been considered throughout the design and assessment work, including consideration of key views, effects on communities and associated potential effects on tourism. Potential effects on key views to and from Snowdonia National Park have also been considered, together with effects on the setting of the National Park. The relevant assessments can be found in Chapter 7 of the ES, Landscape (**Document 5.7**) and Appendix 8.2 (**Document 5.8.2.2**) Viewpoint Assessment.

Both the landscape and visual assessments have considered the potential effect of the Project with the existing overhead line being part of the baseline. This includes consideration of effects on the Anglesey AONB, Snowdonia National Park and the Llyn AONB.

National Grid's response to requests for undergrounding is provided under the theme 'General Comments' and sub-theme 'Alternatives' above.

Socio-economic

Effect on business/tourism/local economy

- 11.13.9 Related to their concerns about the possible visual impact of the new overhead line, some respondents say they are worried about the consequences for tourism and, by extension, for the local economy. Some add that there are a number of holiday cottages in the area which would be adversely affected by the long construction stage and subsequently by disturbed views.

NATIONAL GRID'S RESPONSE

Effect on tourism and businesses

Potential visual effects on the local community and consultation feedback have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (**Document**

5.7 and **5.8** respectively).

The socio-economics chapter of the ES (**Document 5.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.

Assessment of effects on tourism

The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.

National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.

Business Survey

The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.

National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.

Health, Safety and Security

General health concerns and EMF concerns

- 11.13.10 There are concerns raised about the potential impact of the electromagnetic fields on people's health.

NATIONAL GRID'S RESPONSE

Health and Electric and Magnetic Fields (EMFs)

Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.

Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.

The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy

Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.

The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (**Document 5.25**) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.

In addition, National Grid contacted Public Health Wales in 2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that *"....Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern."*

There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.

Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com

Safety considerations

- 11.13.11 In support of their request for undergrounding, one respondent states that overhead lines are vulnerable to terrorist attacks.

NATIONAL GRID'S RESPONSE

Safety and resilience of the connection

National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on security of supply and safety. These take into account what should happen in the event of an unplanned incident and the loss of a connection to a major generator. In such circumstances, there are safeguards in place to make sure the network can cope. National Grid has teams who do regular scenario planning to make sure the organisation is always prepared for potential unplanned events. By way of assurance, National Grid assesses its network against important performance indicators which have found that the national electricity network is 99.9% reliable.

All technology options including subsea and underground connections require some above ground infrastructure (such as substations, sealing end compounds, converter stations). To a certain extent, all National Grid's infrastructure – whether above or below ground – is potentially vulnerable to extreme scenarios. As such, this would not be a strategic reason to choose underground technology rather than overhead. Indeed, in the event of an incident, access for operation, repair and the speed at which this can be achieved is much quicker on overhead, when compared to underground, connections. It's also worth noting that other nuclear power stations in the UK have been connected using

two sets of overhead lines for a number of years. For example, Sizewell B nuclear power station in Suffolk has been generating energy since 1995 and is connected with two parallel overhead lines.

National Grid is responsible for the safe and reliable operation of the proposed connection and is absolutely committed to this. National Grid follow all relevant guidelines to make sure its connections are robust in the face of any incident, whether intentional or accidental. The organisation follows a stringent process to meet security standards when designing new connections as outlined in the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS). National Grid is confident that the Project is fully compliant with the NETS SQSS.

11.14 Feedback received from the local community on the Pentir substation

- 11.14.1 The paragraphs below summarise feedback received on the Pentir substation. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

General Comments

Support and opposition

- 11.14.2 One respondent expresses explicit support for the proposals without providing further detail. Other respondents raise concerns which are summarised under themes below.

NATIONAL GRID'S RESPONSE

National Grid notes the explicit support for the Project by a respondent.

Environment

Effect on landscape and views

- 11.14.3 Some respondents are concerned about the visual impact of the proposed substation, adding that the current screening is inadequate and the development obstructs views of the Snowdonia foothills. To mitigate this, they ask for more trees to be planted and for the new substation to be of the same height as the existing one. One respondent, however, says they are sceptical that any screening would be effective.

NATIONAL GRID'S RESPONSE

Potential landscape and visual effects have been considered throughout the design and assessment work, including consideration of key views, effects on communities and associated potential effects on tourism. Potential effects on key views to and from Snowdonia National Park have also been considered, together with effects on the setting of the National Park.

A Landscape and Visual Impact Assessment has been undertaken as part of the EIA. The assessment of likely significant short and long term effects on the landscape is contained in chapter seven of the ES (**Document 5.7**) and the assessment of likely significant short and long term visual effects is contained in chapter eight of the ES (**Document 5.8**), both chapters also include consideration of likely significant cumulative effects.

The embedded mitigation incorporated into the Project includes both replacement and additional tree planting around the Pentir substation. The proposals have been designed to reduce visual effects of the infrastructure and ensure that all new planting is consistent

with existing tree and hedgerow cover, in terms of extent and species.

Woodland and hedgerows are characteristic of the local landscape within which the Ty Fodol tunnel head house, sealing end compound and extension to Pentir substation are proposed. Further details of the planting proposed can be found in the landscape assessment chapter of the ES (**Document 5.7**) and illustrated in Documents **5.7.1.12 to 5.7.1.16**.

Effect on biodiversity and wildlife

- 11.14.4 Some respondents are concerned that the proposed extension would disturb the local wildlife, without elaborating further.

NATIONAL GRID'S RESPONSE

Extensive habitat and protected species surveys, along with data collation, have been used to inform the routeing and design work of the Project in order to avoid effects where possible, and identify appropriate mitigation measures where required.

Effects on ecological and biodiversity resources have been assessed and are reported in the ES within section 9 of Chapter 9, Ecology and Nature Conservation (**Document 5.9**), with mitigation also provided in the Biodiversity Mitigation Strategy (**Document 7.7**), and the Construction Environmental Management Plan (**Document 7.4**). Opportunities for enhancement are detailed within the Enhancement Strategy (**Document 7.13**).

11.15 Feedback received from the local community on the consultation progress

- 11.15.1 The paragraphs below summarise feedback received on the consultation process. Following each summary of the feedback received, an explanation is provided of how National Grid has had regard to the consultation responses received.

Information

- 11.15.2 The majority of respondents commenting on information-related aspects of the consultation process provide identical responses as part of a campaign. They say that National Grid has provided misleading information on costs.
- 11.15.3 Others say that the information was inaccurate, insufficient or unhelpful – sometimes in a general sense and sometimes with reference to specific topics or materials.

“The information about why an underground cable is not an option is very difficult to read. I have a degree but I have struggled to understand the technical rationale why such a proposal is not possible.” (Source: Member of the public - User ID 385)

- 11.15.4 In contrast, a few respondents comment that the information provided has been helpful or sufficient.

“For a few years now I have taken an active interest in this development and have welcomed the literature that has been dropped through my letter box from the National Grid.” (Source: Member of the public - User ID 101963)

- 11.15.5 Some respondents ask questions or request further information or studies on particular topics, including clarity over how the route was chosen, health issues, tourism impacts, security, compensation, alternative transmission options, costs and profit forecasts.

NATIONAL GRID'S RESPONSE

Information provided including cost data

National Grid's information is accurate and representative of the work carried out to date at each stage of the Project. As the proposals have developed further detail has been provided. For example, at Stage One Consultation example pictures of equipment were presented to help people understand what was being proposed, by Stage Three Consultation it was possible to offer detailed visualisations of what the final connection could look like.

National Grid made sure that information was clear, useful and as non-technical as possible and welcome feedback from respondents who found this to be the case. The work that goes into developing a new connection is incredibly detailed and can be complicated. National Grid aimed to present information as clearly and concisely as possible. For the Stage Three Consultation a range of materials were produced that provided varying levels of information for members of the public and stakeholders depending on the amount of detail they required:

- The Project News, distributed to homes across the Stage Three Consultation zone, provided an overview of the proposals and decisions to date.
- An Overview document provided further detail, including about how feedback had influenced the proposals, and was available at information points across the consultation zone and at all consultation events.
- A number of films were produced to help explain some of the more complicated aspects of National Grid's work and address some frequently raised themes.
- 3D interactive models of the proposals were available to view and videos that looked at topics such as putting the connection in the sea were also available
- Technical documents were also available online and at consultation events and reference locations, providing very detailed information about the Project and aspects of the proposals including, costs, construction, environmental and socio-economic assessments.

All documents were made available on the Project website.

All consultations undertaken by National Grid (Stage One, Two and Three) included a published Strategic Options Report. These included details of the costs for the different project options appropriate to time the reports were written. As the proposals were developed further, National Grid was able to update the estimation of cost to reflect the more detailed information available. All costs were back-checked against previous options to ensure the decisions made were still the most appropriate.

National Grid recognises that some aspects of the work undertaken are more complicated and therefore a team was made available via consultation events, by phone and email throughout the consultation so that people could seek clarification on any information they found confusing or misleading. National Grid's team is still available to contact and will continue to be throughout the application process.

National Grid's aim throughout the development of the proposals has been to make sure that all information provided is accessible, honest and useful to members of the public and stakeholders.

Environmental information provided

National Grid provided a Preliminary Environmental Information Report (PEIR) as part of the statutory Stage Three Consultation. Preliminary Environmental Information is defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) as: *"information referred to in Part 1 of Schedule 4 which (a) has been compiled by the applicant; and (b) is reasonably required to assess the environmental effects of the development (and of any associated development)."*

In line with applicable guidance at the time, including PINS Advice Note 7 (March 2015),

National Grid used professional judgement to determine the level and type of detail in the PEIR taking account of the:

*“stage in the design process the consultation was carried out;
the target audience;
and the complexity of the proposed development and the receiving environment”.*

PINS Advice Note 7 (March 2015) also sets out that the PEIR is not expected to replicate or be a draft of the Environmental Statement.

In compliance with the above, National Grid ensured that the PEIR contained sufficient information to enable both technical and non-technical consultees to develop an informed view of the likely significant environmental effects of the proposed development and to provide detailed comments on the design and mitigation proposed, as appropriate for that stage.

To aid engagement by the public, the PEIR was presented by section of the route to allow readers to focus on potential effects in geographical areas. Chapter 21 of the PEIR provided a summary of the environmental baseline and potential effects by section of the route, and a non-technical summary of the PEIR was also published.

Other information presented by National Grid for the statutory Stage Three Consultation included detailed plans of the Project and technical reports detailing the work undertaken to develop the proposed connection.

In response to the information presented, including the PEIR, useful and meaningful feedback was received from both technical and non-technical consultees on the development of the Project as well as potential environmental effects and possible mitigation measures, which has further informed production of the Project's ES.

The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).

Requests further information

Questions or requests regarding further information or studies on particular topics have been dealt with elsewhere in this chapter of the report. National Grid's response to the specific topics raised can be found in the following locations:

- Clarity over how the route was chosen – **Section 11.3**, under the theme '*Section Corridors and Options*' and sub-theme '*Support and opposition*'.
- Health issues – **Section 11.3**, under the theme '*Health, Safety and Security*' and sub-theme '*General health concerns and EMF concerns*'.
- Tourism impacts – **Section 11.3**, under the theme '*Socio-economic*' and sub-theme '*Effect on business/tourism/local economy*'.
- Security – **Section 11.3**, under the theme '*Health, Safety and Security*' and sub-theme '*Safety considerations*'.
- Compensation – **Section 11.3**, under the theme '*Socio-economic*' and sub-theme '*Socio-economic mitigation measures*'.
- Alternative transmission options – **Section 11.3**, under the theme '*Strategic Options*' and sub-theme '*A subsea or other alternative*'.

Costs and profit forecasts

As set out above, all consultations undertaken by National Grid (Stage One, Two and Three) included a published Strategic Options Report. These included details of the costs

for the different project options appropriate to time the reports were written. As the proposals were developed further, National Grid was able to update the estimation of cost to reflect the more detailed information available. All costs were back-checked against previous options to ensure the decisions made were still the most appropriate. National Grid has updated its Strategic Options Report (**Document 7.2**), provided with the DCO application.

When designing new connections National Grid is required by national policy statements issued by the UK Government and its statutory duties to strike a balance between environmental, socio-economic, cost and technical considerations. This includes whether new routes should use overhead lines or underground or subsea cables, either throughout or in part.

National Grid builds, owns and operates its own electricity transmission network and associated infrastructure. New transmission infrastructure is built based on the future connection of new electricity generation and demand. National Grid pays the many millions of pounds it costs to build a new power transmission line up-front, which is then recovered from consumers through energy bills over the lifetime of the asset, typically 40 years.

National Grid's investment in vital infrastructure in the UK amounts to many billions of pounds, with the funding for these up-front costs coming from National Grid's shareholders and the institutions that lend it money.

Shareholder and institutional investment therefore brings a major benefit to electricity bill payers as it allows the recovery of the cost of National Grid's investment to be spread out over many years, rather than having an up-front spike in household or business electricity bills when National Grid builds a large new transmission line.

For these reasons National Grid has a statutory duty to be coordinated, economic and efficient when developing new transmission proposals.

After careful consultation and appraisal of the options, National Grid considers the overhead line and tunnel in the Menai Strait area represent the most appropriate balance of environmental, socio-economic, technical and cost considerations.

Process

- 11.15.6 Many respondents, both campaign and individual, challenge the consultation process, noting that National Grid does not listen to feedback and that the consultation is flawed because no alternative options have been considered or consulted on (including the originally included connection to Deeside and Pembrokeshire). Many also comment that National Grid has failed to consider the local financial impact of proposals by undertaking inadequate research.

“You completely disregard the views of the people of Anglesey who have said from the very start of your consultations they do not want to see a second line of pylons. The County Council, virtually all Town and Community Councils and the islands MP and AM share this view.” (Source: Member of the public - User ID 103037)

- 11.15.7 Respondents challenge the process for a range of other reasons, including:
- poor levels of communication and engagement, including lack of response to contact requests, and concern over the nature of the response form;
 - the effect of setting communities against each other due to the nature of options, for example around the crossing of the Menai Strait, or the choice of having pylons in different areas;
 - lack of consistency or insufficient application of wildlife and land surveys; and
 - difficulty in understanding previous consultation stages.

- 11.15.8 One respondent comments on the timeframe of the consultation, saying that it should have been longer.
- 11.15.9 A few respondents ask for a judicial review or public inquiry.
- 11.15.10 In contrast, a few respondents express support for the overall consultation process, in particular the level of consultation and engagement, and Welsh language provision.
- 11.15.11 One business comments on the consultation process, saying that National Grid has neglected the concerns of people in Rhosgoch and the impact of proposals on their livelihoods.

NATIONAL GRID'S RESPONSE

Feedback and the consultation process

National Grid welcomes comments from respondents who found the consultation process, the information provided and the Welsh language provision useful. The views of local people and organisations are important and have informed the development the final proposals.

National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:

- Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island.
- The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area.
- People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line.
- National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people.

However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid's statutory obligations.

Through the published community documents and technical reports, including this Consultation Report and previous Feedback Reports (located in **Appendices 2 and 11** to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.

National Grid aimed to be open with people about the work undertaken and presented a number of options at each consultation. This was not intended to divide communities but to encourage as much feedback as possible on the proposals to help identify any areas

where effects of the Project could be reduced. This information was influential in refining the options considered and influencing the nature of the Project.

Communication and engagement

As part of all consultations National Grid sought to make it easy for people to engage with the project. This included holding a range of community events, placing information points across the project area, operating an enquiry line and making all information available on the Project website. National Grid also provided a number of ways for people to submit their feedback in addition to the feedback form. Comments could be submitted via the website, via a feedback form (available at events, information points and on request), via email or letter.

In their feedback some people raised meeting with National Grid. Due to the population size of the consultation zone it was not possible to offer meetings to all members of the public but National Grid encouraged people attend the events where members of the team were available to speak with. A table of attendance at each of the events during the Stage Three Consultation is available in **Section 10.5** of this report. In addition, National Grid initiated and responded to meeting requests from land and property owners closest to the proposals to understand any concerns they had and identify any areas where the proposals could be improved.

Consideration of environmental effects and protection

The Project has been subject to environmental assessment throughout its development, with professionals from appropriate disciplines involved in the appraisal of design options for the proposed connection. The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in **Volume 5** of the DCO application. The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation.

The socio-economics chapter of the ES (**Document 7.17**) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project, and the assessment of effects on tourism includes a receptor-based assessment and a tourism survey.

The results from National Grid's initial assessments of effects (including landscape, visual, tourism and agriculture effects) were available during the Stage Three Consultation within the Preliminary Environmental Impact Report (PEIR).

Consideration of visual effects

Potential visual effects on the local community have been considered throughout the design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice.

Also included in the Landscape and Visual Impact Assessment is a Residential Visual Amenity Assessment for all properties within 500m of the Project, and consideration of visual amenity effects on communities. Viewpoints have been selected to illustrate these effects and certain viewpoints have been chosen as photomontage locations to further demonstrate the effects.

The assessment of likely significant short and long term effects on the landscape is contained in Chapter 7 of the ES (Document 5.7) and the assessment of likely significant

short and long term visual effects is contained in Chapter 8 of the ES (Document 5.8), both chapters also include consideration of likely significant cumulative effects.

National Grid has proposed screening planting and wider landscape enhancement opportunities to reduce visual effects upon isolated houses, farms and other small settlements. Details of the enhancement opportunities are provided in the Enhancement Strategy (**Document 7.13**).

Wildlife and land surveys

An ecological assessment has been undertaken as part of the EIA, which included extensive habitat and protected species surveys along the proposed route for the connection. These surveys have been undertaken with the agreement of the landowners and tenants, the results of which are provided in Chapter 9 of the ES, Ecology and Nature Conservation (**Document 5.9**).

National Grid has engaged in discussions with potentially affected landowners and tenants to better understand the nature of their farming activities, and has sought to reduce effects on properties and agricultural holdings where appropriate.

Independent review

National Grid recognises the challenges in balancing environmental, community, cost and technical considerations when making a judgement on the most appropriate overall solution for society. National Grid has considered all of these factors and concluded that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line. National Grid considers that this would fulfil its statutory duties and complies with national planning policy. The Strategic Options Report (**Document 7.2**) contains further information on this decision. The Planning Statement (**Document 7.17**) sets out how the proposed development complies with national planning policy.

The planning process for Nationally Significant Infrastructure Projects (NSIPs) includes an independent review by the Planning Inspectorate and Secretary of State. Ultimately, it is the Secretary of State for Business, Energy and Industrial Strategy who decides whether or not National Grid's proposals achieve an appropriate balance of all the factors that fall to be considered and should be granted consent.

Consultation length

National Grid worked with Isle of Anglesey County Council and Gwynedd Council to agree the time period for the statutory Stage Three Consultation. Advice from local authorities, planning guidance and National Grid's experience led to the 10 week consultation period. The minimum statutory period is 28 days. National Grid has continued to welcome comments outside of the statutory Stage Three Consultation and review all feedback received.

Events

- 11.15.12 A few respondents mention their experiences with consultation events. They give mixed views on the quality of responses provided by the staff attending events, and two people point out there was no suitable disabled access at their local event.

NATIONAL GRID'S RESPONSE

At every consultation event (including those related to the Stage Three Consultation) National Grid sought to have a variety of team members in attendance from different specialties to offer their expertise and answer questions on a range of topics. National Grid also ensured that Welsh speaking staff were present at each event.

In organising the events National Grid aimed to book venues that were close to the proposals and that were both easily located and accessible for members of the public.

Ensuring that visitors of all abilities were able to attend was a key consideration, including making sure that all venues had disabled access when organising events. The complaints regarding disabled access was investigated at the time and National Grid was able to confirm that the venue in question had disabled access.

Requests / suggestions

- 11.15.13 Some respondents make specific process requests, ranging from asking for their comments to be acknowledged through to requests for meetings. A small number specifically request further involvement, for example discussion of proposals relating to their land. Others suggest improvements to the consultation process, including more online discussions, more local radio sessions, more meetings with the tourism industry, increased availability of Welsh speaking staff at events, and the provision of written replies to all comments.
- 11.15.14 A number of respondents stress the importance of National Grid listening to local views and concerns. Most focus on local residents in general, while others focus on those closest to the line or most affected.
- “I am not naïve enough to think that a few voices from the most affected individuals can stand up to the needs of the population. However, National Grid must understand, accept and face up to their obligations to those few individuals that are critically affected. This needs to be done now.”* (Source: Member of the public - User ID 102166)
- 11.15.15 One business asks that National Grid respects the overwhelming opinion coming from the island, councillors and NGOs, which they say is for a subsea route or undergrounding.

NATIONAL GRID'S RESPONSE

Responding to feedback

Due to the amount of feedback received National Grid was unable to respond directly to individual submissions. However, all feedback was acknowledged via a letter or email which explained that responses to the themes raised during the consultation would be available in this Consultation Report. A Question & Answer document was also available to answer some commonly raised themes and the Project community relations team was available via phone or email throughout the consultation. Contact details were included in all correspondence and consultation materials.

National Grid welcomed comments on how it could improve on the consultation process. National Grid's experience and people's comments from previous rounds of consultation fed in to the Statement of Community Consultation (SoCC), which was agreed with local authorities. As part of this National Grid increased online engagement for the Stage Three Consultation including a greater presence on social media, an interactive project map that included links to videos, computer generated drive-throughs of the proposed route and visualisations of what the connection could look like. National Grid sought a balance between online and physical engagement to reflect the varying demographic across the project area.

Engagement with landowners and tenants

National Grid's team has engaged with landowners and tenants during the development of the Project, via correspondence, phone calls and meetings. This has enabled concerns to be raised and discussed at an early opportunity and a regular point of contact to respond to queries and concerns.

National Grid has urged anyone with concerns to get in touch through the North Wales Connection Project Freephone number, address or email throughout the development of the Project:

0800 990 3567

Freepost National Grid NW Connection
nationalgrid@northwalesconnection.com

Welsh language

National Grid has been committed to making sure that the Project was accessible to both Welsh and English speakers throughout its development. As such, Welsh-speaking members of the team were present at each of the consultation events and public materials were all available in both languages. There were a minimum of four Welsh-speaking team members in attendance at each of the consultation events and at least one Welsh-speaking team member at all mobile and pop-up events.

However, it is also important to make sure that all aspects of the Project are properly represented at consultation events and as such National Grid's specialist members of the team were present to ensure that any questions could be answered as thoroughly as possible. This meant that not all members of the team were Welsh speakers.

Influence of local feedback

National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:

- Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island.
- The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area.
- People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line.
- National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people.

However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid's statutory obligations.

Through the published community documents and technical reports, including this Consultation Report and previous Feedback Reports (located in **Appendices 2 and 11** to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.

12. SECTION 48 STATUTORY PUBLICITY

12.1 Introduction

12.1.1 This Chapter of the Report sets out how National Grid has complied with the requirements of section 48 of the Planning Act 2008 during the Stage Three Consultation, and, to avoid repetition, cross references to where further relevant details are provided elsewhere in this Report.

12.2 Publicity in accordance with section 48 of the Act

12.2.1 Section 48 of the Planning Act 2008 requires applicants for development consent to publicise the proposed application in accordance with Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (“the APFP Regulations”).

12.2.2 Regulation 4(3) also specifies that the notice must include the following matters:

- “(a) the name and address of the applicant;*
- (b) a statement that the applicant intends to make an application for development consent to the Commission;*
- (c) a statement as to whether the application is EIA development;*
- (d) a summary of the main proposals, specifying the location or route of the proposed development;*
- (e) a statement that the documents, plans and maps showing the nature and location of the proposed development are available for inspection free of charge at the places (including at least one address in the vicinity of the proposed development) and times set out in the notice;*
- (f) the latest date on which those documents, plans and maps will be available for inspection (being a date not earlier than the deadline in sub-paragraph (i));*
- (g) whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge;*
- (h) details of how to respond to the publicity; and*
- (i) a deadline for receipt of those responses by the applicant, being not less than 28 days following the date when the notice is last published.”*

12.2.3 As can be seen from the face of the copy of the section 48 notice provided in **Appendix 21** to this report, it complied with these requirements. The time period for responses to the statutory Stage Three Consultation was specified on the section 48 notice as 5 October to 16 December 2016.

12.2.4 Regulation 4(2) specifies that the applicant must publish the section 48 notice in the following ways:

- “(a) for at least two successive weeks in one or more local newspapers circulating in the vicinity in which the proposed development would be situated;*
- (b) once in a national newspaper;*
- (c) once in the London Gazette and, if land in Scotland is affected, the Edinburgh Gazette; and*
- (d) where the proposed application relates to offshore development—*
 - (i) once in Lloyd’s List; and*

(ii) *once in an appropriate fishing trade journal.”*

12.2.5 The section 48 notice was publicised in accordance with these requirements as set out in **Table 12.1**. Copies of the section 48 notice as published in the publications listed are provided in **Appendix 21** to this report.

Table 12.1: Publication of the section 48 notice

Schedule 4 requirement	Publication	Publication date
(a) for at least two successive weeks in one or more local newspapers	Daily Post	5 October 2016 12 October 2016
	North Wales Chronicle ¹⁰	6 October 2016 13 October 2016
(b) once in a national newspaper	The Guardian	5 October 2016
(c) once in the London Gazette	The London Gazette	5 October 2016
(d) where the proposed application relates to offshore development ¹¹ I. Lloyd’s List II. once in an appropriate fishing trade journal	Lloyd’s List	5 October 2016
	Fishing News	6 October 2016

12.2.6 Under regulation 11 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (“the EIA Regulations”) applicants are also required to provide a copy of the section 48 notice to the Environmental Impact Assessment (EIA) consultation bodies and to any person notified to the applicant in accordance with regulation 9(1)(c) of the EIA Regulations. The EIA consultation bodies and persons notified were contacted under sections 42, 43 and 44 of the Act.

12.2.7 A copy of the section 48 notice was sent to the prescribed consultation bodies under section 42(1)(a) of the Act, relevant local authorities under section 42(1)(b) and PILs under section 42(1)(d) at the start of the Stage Three Consultation on 4th October 2016 as described in **Chapter 7** of this report. Copies of the letters issued can be found in **Appendices 16, 17 and 18** to this report; a list of the prescribed consultation bodies is provided in **Table 8.1**.

12.2.8 Those consultation bodies under sections 42 and 43 of the Act that are also consultation bodies under regulation 11 of the EIA Regulations were only issued one letter, which included a copy of the section 48 notice.

12.2.9 Where feedback was received as a result of statutory publicity under section 48 of the Act, this feedback is documented and considered within **Chapters 8, 9 and 11** of this report as appropriate. These chapters set out how National Grid had regard to responses to publicity under section 48 of the Act as required under section 49(2) of the Act.

¹⁰ To ensure wide publicity for the application, the Project chose to publicise in two local newspapers

¹¹ It was deemed by the Project that the tunnel constituted an ‘offshore development’ for the purposes of s.48 publicity

12.3 How consultation materials were made available during the Stage Three Consultation

- 12.3.1 A description of the consultation materials produced for the Stage Three Consultation and how all consultees were able to access it is outlined in **Chapter 7** of this report. Further detail is provided in **Chapter 10** of this report which describes how all the Stage Three Consultation documents (technical reports and consultation materials) were made available at reference locations, on the Project website, on the Project USB memory stick and at community and vehicle events. In addition, materials such as the Project Newsletter, Overview document and hard copies of the feedback form were available at information points, and the Project Newsletter was posted to all households and businesses in the Stage Three Consultation zone.
- 12.3.2 The consultation materials were available for inspection as part of the Stage Three Consultation in accordance with APFP Regulations 4(3)(e) and (f) in the places and times shown on the section 48 notices.
- 12.3.3 The availability of the documents was advertised in the Project Newsletter, the Overview document and the section 48 notices to ensure members of the public were aware of them and where to find copies of the consultation materials. In addition, the Project Newsletter and website contained details of the Freephone number, Freepost address and dedicated Project email addresses should people want to request something in particular.
- 12.3.4 A dual-language letter was sent to all prescribed consultation bodies, local authorities and PILs on 3rd or 4th October 2016 (available in **Appendices 16, 17 and 18** to this report respectively) to provide details of the consultation and explain where further information could be found. Enclosed within the letter were:
- A copy of the Project Newsletter (Welsh and English);
 - A copy of the section 48 notice; and
 - Details of where to find the technical documents.
- 12.3.5 The Project Newsletter provided an easy-to-follow overview of what the Stage Three Consultation was and how people could take part.
- 12.3.6 Information on what National Grid was seeking feedback on and how people could find out more was included on the front page of the newsletter. It made use of an A2 map to show all of the elements of the Project, which also included details of community events in the area during the consultation, information point locations and details of where further information and reference point locations could be found.

13. EIA CONSULTATION AND ENGAGEMENT

13.1 Introduction

- 13.1.1 This Chapter summarises the consultation which has been undertaken to inform the Project, both statutory and non-statutory, in relation to the Environmental Impact Assessment (EIA) process. Detail is provided in Chapter 5 of the Environmental Statement, EIA Consultation (**Document 5.5**).
- 13.1.2 The EIA Consultation has followed the advice of PINS Advice Note Three, EIA Consultation and Notification, and has been used to inform the EIA alongside other feedback received from the Stage One, Two and Three Consultations where appropriate.
- 13.1.3 Statutory and non-statutory consultations have been undertaken as part of the EIA of the Project. These can be grouped under the following headings:
- EIA Scoping;
 - Preliminary Environmental Information Report (PEIR); and
 - Stakeholder Meetings, including a stakeholder review of the draft Environmental Statement (ES).
- 13.1.4 This chapter summarises the consultation undertaken and describes how these consultation processes have been used to inform the EIA. Specific details raised during these consultation processes are discussed within Section 3 of each of the technical chapters of the ES (**Documents 5.7 to 5.18**) and the following appendices to Chapter 5 of the ES (**Document 5.5**):
- Appendix 5.1 Schedule of Responses to the Secretary of State’s Scoping Opinion (**Document 5.5.2.1**).
 - Appendix 5.2 Schedule of Responses to the PEIR (**Document 5.3.2.2**).
 - Appendix 5.3 Schedule of Responses to stakeholder review of the draft ES (**Document 5.5.2.3**).

13.2 EIA Scoping

- 13.2.1 The process of scoping helps to ensure that the topics covered, the baseline information used, and the methods of assessment are appropriate, and have taken into account the views of consultees and decision makers, where appropriate.
- 13.2.2 There are two main stages in the scoping process. Firstly, the applicant compiles information to inform a view as to the scope of issues that should be covered in the main ES; this usually takes the form of a Scoping Report and is based on initial consultation, data searches and baseline surveys, as appropriate. The second stage in the scoping process is for the Secretary of State (SoS) to issue a Scoping Opinion, outlining what they expect to be covered in the ES, having consulted a range of statutory bodies, and taken into account the information provided by the applicant in their Scoping Report.
- 13.2.3 The following sections describe the scoping process for the Project.

Scoping Report

- 13.2.4 The first stage of the scoping exercise culminates in the preparation of a ‘Scoping Report’ by the applicant. The Scoping Report covers the topics to be assessed, the study areas under consideration and the methods for assessing potential effects, including the methods used for defining the baseline situation.

- 13.2.5 The process of scoping and the preparation of a ‘Scoping Report’ is the main mechanism for determining the ‘scope’ of the EIA e.g. content and assessment methods. The main objectives of the Scoping Report were therefore to:
- Identify areas of likely environmental significance and highlight issues;
 - Identify the topics and issues to be the focus of the EIA, and those that do not need to be addressed;
 - Define the technical, spatial and temporal scope of the study for each of the topics and issues to be considered;
 - Define the approach and methodologies for conducting baseline studies;
 - Define the approach and methodologies for predicting environmental effects and for evaluating the significance of both adverse and beneficial environmental effects;
 - Identify the methods to be adopted for incorporating mitigation and other environmentally driven modifications into the design;
 - Define the consultation strategy to be applied to the EIA process; and
 - Invite consultees to comment on the Proposed Development, to comment on the proposed EIA scope and methodology and to provide and receive information relevant to the Proposed Development.

- 13.2.6 The North Wales Connection Environmental Impact Assessment Scoping Report was provided to the Planning Inspectorate on 20th May 2016, under Regulation 8 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (‘the 2009 EIA Regulations’).

The Secretary of State’s Consultation

- 13.2.7 The SoS has a duty under Regulation 8(6) of the 2009 EIA Regulations to consult widely before adopting a Scoping Opinion. A full list of the consultation bodies is provided in Appendix 2 of the Scoping Opinion. The list was compiled by the SoS under their duty to notify consultees in accordance with Regulation 9(1)(a).
- 13.2.8 The SoS has taken into account the responses received in forming the Scoping Opinion.

Scoping Opinion

- 13.2.9 In response to the Scoping Report, a Scoping Opinion was received by National Grid on 1st July 2016, which provided comments from the SoS on the proposed scope of the EIA, and included copies of responses from the consultation as prescribed in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. In forming their Scoping Opinion the SoS has taken account of:
- The 2009 EIA Regulations;
 - The nature and scale of the proposed development;
 - The nature of the receiving environment; and
 - Current best practice in the preparation of Environmental Statements.
- 13.2.10 In forming their Scoping Opinion the SoS has also taken account of responses received from statutory consultees.
- 13.2.11 The Scoping Opinion included specific comments on the approach to the ES and topic areas set out in the Scoping Report. Section 3 of each of the technical chapters of the ES (**Documents 5.7 to 5.18**) detail how these specific comments have been taken into account in the preparation of the individual Chapters. Appendix 5.1 of the ES (**Document**

5.5.2.1) collates these responses into a summary table to demonstrate how the assessment has taken account of the Scoping Opinion.

13.3 Preliminary Environmental Impact Report (PEIR)

- 13.3.1 As part of the 2009 EIA Regulations, there is a requirement to prepare Preliminary Environmental Information. This was done in the form of a Preliminary Environmental Information Report (PEIR). The PEIR provides a snapshot of the environmental information available at the relevant time, in the case of the Project, at the statutory Stage Three Consultation. The type of information required is the same as that required under Schedule 4 of the 2009 EIA Regulations, albeit that as the information is “preliminary”, it is limited to that what is available at the relevant time. The purpose of providing this information is to ensure that those responding to the consultation are able to have regard to the likely environmental issues and effects arising from the proposed development.
- 13.3.2 Notice of Preliminary Environmental Information under Regulation 11 of the 2009 EIA Regulations was given to consultation bodies together with notice under section 48 of the Act in letters sent to those bodies as prescribed consultees under Sections 42 and 43, which included those listed in the Regulation 9 List. A copy of the notice is provided in **Appendix 21** and copies of the letters issued are provided in **Appendices 16, 17 and 18** of this report. Further detail is provided in **Chapter 12** of this report.
- 13.3.3 The PEIR was published to help the stakeholders, consultees and the local communities to understand the likely significant environmental effects of the proposed Project. The PEIR was part of Volume 2 of the Stage Three Consultation documents and consisted of:
- 2.4.1 PEIR Non-Technical Summary
 - 2.4.2 PEIR (the main report)
 - 2.4.3 PEIR Figures
 - 2.4.4 PEIR Appendices
 - 2.4.5 PEIR Photomontages
- 13.3.4 The main information in the PEIR was included in a chapter for each environmental topic area. The chapter illustrated the environmental baseline and the potential environmental effects that could be experienced by receptors. The purpose of the chapters was to allow stakeholders to identify the issues of importance to them and to see how they are being addressed. The following technical chapters were included:
- Chapter 6: Landscape Assessment
 - Chapter 7: Visual Assessment
 - Chapter 8: Ecology & Nature Conservation
 - Chapter 9: Historic Environment
 - Chapter 10: Geology, Hydrogeology And Ground Conditions
 - Chapter 11: Water Quality, Resources And Flood Risk
 - Chapter 12: Traffic And Transport
 - Chapter 13: Air Quality And Emissions
 - Chapter 14: Construction Noise
 - Chapter 15: Operational Noise And Vibration
 - Chapter 16: Socio Economics
 - Chapter 17: Agriculture

- Chapter 18: Intra-Project Effects
- Chapter 19: Inter-Project Effects
- Chapter 20: Statement Of Combined Effects With The Wider Works

13.3.5 A number of consultees, both prescribed and non-prescribed, provided responses in relation to the PEIR. Each of the technical chapters of the ES (**Documents 5.7 to 5.18**) explains how these comments have been taken into account within the ES where appropriate. Chapter 5 of the ES, EIA Consultation (**Document 5.5**) provides a summary of the detailed responses, which are included Appendix 5.2 Schedule of Responses to the PEIR (**Document 5.5.2.2**) together with how National Grid has had regard to the comments provided.

13.3.6 The feedback received from consultees is summarised in **Chapters 8, 9 and 11** of this report, as appropriate, together with how National Grid has had regard to the comments provided. Where appropriate, this report notes where in the ES a comment has been considered, sign-posting the reader to the relevant chapter of the ES.

13.4 Stakeholder Meetings

13.4.1 In addition to the Scoping and PEIR consultations, National Grid has undertaken ongoing stakeholder engagement throughout the evolution of the Project. This has included:

- Regular liaison with the two local authorities, including strategic and topic specific meetings and those associated with key stages of the evolution of the Project such as Scoping, production of the PEIR and before and after the statutory Stage Three Consultation. Both local authorities were also consulted on the draft Statement of Community Consultation as described in **Chapter 10** of this report.
- Meeting with statutory stakeholders such as Welsh Government, NRW and Cadw, and non-statutory stakeholders such as the National Trust and Energy Island Partners, to update them on the Project, discuss technical issues and respond to questions.
- Holding technical stakeholder workshops and meetings, providing a Project progress briefing, describing the design and assessment processes and engineering considerations.
- As a signed member of the Energy Island since 2010, representatives from National Grid has presented updates on developments in a variety of forums to assist with coordinating developer activities on Anglesey, sharing best practice, and keeping the wider stakeholders informed throughout the pre-application planning period.
- Provision of briefings for elected council members and town and community councils.
- Ongoing discussions with landowners and tenants potentially affected by the Project.
- Responding to queries raised by members of the public via the project emails and postal address.
- Recognising recurring themes and questions, and addressing these through social media such as Twitter, blogs and the project website.

13.4.2 Where feedback of relevance to the EIA has been provided through these engagements, this has been considered and reflected where appropriate.

13.4.3 As part of the meetings and workshops with statutory stakeholders, topic meetings and thematic groups have been held to inform the scope and methods of the EIA including methodologies, survey requirements, the baseline environment and initial assessment

results. These meetings represented a means of consultation with lead technical consultees prior to submission of the DCO. Where relevant the specifics of these meetings are referred to within each of the technical chapters of the ES (**Documents 5.7 to 5.18**). Chapter 5 of the ES (**Document 5.5**) lists the meetings which have been held for each topic, the attendees and the matters discussed.

13.5 Engagement on the draft ES

- 13.5.1 Draft chapters of the ES were provided to IACC, Gwynedd Council, NRW, Welsh Government, National Trust, North Wales Police, North Wales Fire and Rescue Service and the North Wales Welsh Ambulance Service Trust, between December 2017 and February 2018. All comments received have been taken into account where appropriate. Details of how each of the comments received have been considered is presented in Appendix 5.3 Stakeholder Review of the Draft ES (**Document 5.5.2.3**).

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14. SUMMARY OF CONSULTATION, ENGAGEMENT AND RESPONSES RECEIVED POST STAGE THREE CONSULTATION

14.1 Introduction

- 14.1.1 Following the Stage Three Consultation which closed on 16th December 2016, the Project continued to engage with the public and stakeholders and be open to feedback, comments and questions. In **Section 14.2** (stakeholders) and **Section 14.3** (public), this chapter describes the proactive engagement National Grid undertook. **Section 14.4** summarises the feedback received from members of the public and town and community councils following the Stage Three Consultation and how National Grid had regard to the comments and information provided.
- 14.1.2 In addition, focussed non-statutory consultation was undertaken in June 2017 and May 2018 on amendments made to the proposed routes for construction traffic following a review of consultation feedback and further assessment work. This is discussed further in **Sections 14.5 and 14.6**, which also summarise the feedback received and how National Grid had regard to the comments and information provided.
- 14.1.3 Ongoing consultation and engagement with PILS following the Stage Three Consultation is detailed in **Chapter 9** of this report (**Section 9.16**).
- 14.1.4 Lastly, **Section 14.7** details the consideration given by National Grid to further consultation between the close of the Stage Three Consultation and submission of the DCO application.

14.2 Stakeholder Engagement

Prescribed Consultees

- 14.2.1 National Grid continued to work closely with a number of prescribed consultees in the period after the Stage Three Consultation, ahead of submission. This work is summarised below and focussed on reaching agreement on topics and issues where possible to inform the emerging statements of common ground.
- IACC, Gwynedd Council, Welsh Government and Natural Resources Wales***
- 14.2.2 National Grid continued to liaise with the two relevant local authorities, Welsh Government and NRW as technical stakeholders, through project update meetings and thematic group meetings focussed on the EIA and content of the DCO.
- 14.2.3 In the period from December 2017 to March 2018, National Grid provided draft DCO documents to these technical stakeholders for review, to inform the emerging statements of common ground and discussions on the wording of the DCO. The documents provided focussed on the draft ES and associated documents such as the Construction Environmental Management Plan and Habitats Regulations Assessment.
- 14.2.4 Detailed comments on the draft documents were received and taken in to account where appropriate in the preparation of the final DCO application documentation. Further information on the comments received and how these were considered is provided in **Chapter 13** of this report, Chapter 5 of the ES: EIA Consultation (**Document 5.5**) and the emerging statements of common ground.
- 14.2.5 In addition to the above, National Grid worked with NRW in relation to the marine licence for offshore boreholes to be undertaken within the Menai Strait in 2018 (the licence was granted in November 2017), and with Welsh Government in relation to their plans for a third bridge across the Menai Strait.

Snowdonia National Park Authority

- 14.2.6 National Grid met with the Snowdonia National Park Authority to discuss their response to the Stage Three Consultation, both parties agreed to the development of a statement of common ground, which is being progressed.

Welsh Ambulance Service NHS Trust, North Wales Fire and Rescue Service and North Wales Police

- 14.2.7 National Grid worked with the three emergency services to understand their concerns regarding the Project and resolve them through amendments to the proposals and/or mitigation where appropriate. Initial meetings were held with Welsh Ambulance Service NHS Trust, North Wales Fire and Rescue Service and North Wales Police. The North Wales Fire and Rescue Service and North Wales Police then attended joint meetings with IACC and National Grid to discuss issues relating to traffic and transport and socio-economics, their principle areas of concern. Further engagement with the Welsh Ambulance Service NHS Trust was undertaken separately.
- 14.2.8 These discussions led to the resolution of a number of the initial concerns raised, and informed the emerging statements of common ground with each of these stakeholders. National Grid continues to work with the three emergency services.

Horizon

- 14.2.9 National Grid has been and is continuing to work with Horizon to establish a coordinated connection under the terms of the commercial agreement to provide a secure and safe connection.
- 14.2.10 National Grid has, and will continue to liaise closely with Horizon Nuclear Power. Discussions between National Grid and Horizon Nuclear Power have been wide ranging, and both parties continue to work together on the development of both projects and on a Statement of Common Ground.

Network Rail

- 14.2.11 Following the close of the Stage Three Consultation, National Grid continued to engage with Network Rail as the owner of the road bridges across the Holyhead to Bangor mainline, the use of which is proposed for the Project. This was in respect of the suitability of the bridges for use during construction and operation, and as a landowner.
- 14.2.12 Network Rail has confirmed that the access proposals included within the DCO application are suitable subject to certain traffic management measures set out in the Outline Construction Traffic Management Plan (**Document 7.5**). These discussions informed the preparation of a statement of common ground between National Grid and Network Rail.

Caernarfon Harbour Master

- 14.2.13 National Grid liaised with the Caernarfon Harbour Master in relation to geophysical surveys undertaken within the Menai Strait in 2016 and is continuing to do so in relation to offshore boreholes in the Menai Strait to be undertaken later in 2018. This engagement with the Harbour Master ensures the safe and successful completion of these works. National Grid is progressing a statement of common ground with the Caernarfon Harbour Master.

Element Power Ireland Limited

- 14.2.14 National Grid has and continues to work with generators such as Element Power Ireland Limited (also a statutory undertaker) to ensure that their interests are considered as part of National Grid's development proposals as appropriate.

BNP Paribas Real Estate UK on behalf of The Royal Mail Group Limited

- 14.2.15 Following the Stage Three Consultation, further correspondence took place between National Grid and BNP Paribas Real Estate UK, on behalf of The Royal Mail Group

Limited. This was in relation to the location of post boxes, and to ensure that they will remain accessible during construction of the proposed connection. National Grid is seeking to agree a statement of common ground with BNP Paribas Real Estate UK, on behalf of The Royal Mail Group, confirming there will be no effect on the post boxes or The Royal Mail Group's operations.

Non-prescribed Consultees

- 14.2.16 Following the close of the Stage Three Consultation, National Grid continued to work with a number of non-prescribed consultees, to address concerns raised where appropriate. Details of this ongoing engagement with non-prescribed consultees are provided below.

Dwr Cymru/Welsh Water

- 14.2.17 National Grid and Dwr Cymru/Welsh Water are in discussion in order to progress the resolution of matters relating to the interaction between the North Wales Connection Project and existing Welsh Water infrastructure and assets. These matters are being captured within a Statement of Common Ground with drafts having been exchanged between both parties.

Ministry of Defence

- 14.2.18 The Defence Infrastructure Organisation (part of the Ministry of Defence) responded to the Stage Three Consultation stating their concerns expressed in the Stage Two Consultation on route options still stand. During the Stage Two Consultation the Ministry of Defence set out their concerns regarding route option 3a. National Grid has confirmed that route option 3a was discounted in the design process and are currently progressing a statement of common ground with the Ministry of Defence through further correspondence now that this point has been addressed.

National Trust

- 14.2.19 National Grid continued to liaise with the National Trust through regular project update meetings and correspondence, this covered their interests as an environmental stakeholder and also as a landowner.
- 14.2.20 In the period from December 2017 to March 2018, National Grid provided draft DCO documents to the National Trust as a technical stakeholder, for review and to inform the emerging statement of common ground. The documents provided focussed on the draft ES chapters of interest to the National Trust, and associated documents such as the Construction Environmental Management Plan and Habitats Regulations Assessment.
- 14.2.21 Detailed comments on the draft documents were received and taken in to account where appropriate in the development of the final DCO application documentation. Further information on the comments received and how these were considered is provided in **Chapter 13** of this report, Chapter 5 of the ES: EIA Consultation (**Document 5.5**) and the emerging statement of common ground.
- 14.2.22 In addition to the above, National Grid liaised with the National Trust in relation to a number of onshore boreholes undertaken as part of ground investigations related to the tunnel under the Menai Strait, and the application for a marine licence for offshore boreholes within the Menai Strait and their implementation in 2018.
- 14.2.23 National Grid is working with the National Trust on the development of a Statement of Common Ground.

North Wales Wildlife Trust

- 14.2.24 The Stage Three Consultation response from the North Wales Wildlife Trust related to the additional works in West Gwynedd, not the proposed Project between the substations at Wylfa and Pentir.

Orthios Group Holdings Ltd

- 14.2.25 National Grid has and continues to work with generators such as Orthios Group Holdings Ltd to ensure that their interests are considered as part of National Grid's development proposals as appropriate.

Royal National Lifeboat Institution

- 14.2.26 National Grid is liaising with the Royal National Lifeboat Institution (RNLI) in relation to the offshore boreholes to be undertaken in the Menai Strait later in 2018 and the Project as a whole.

SP Manweb

- 14.2.27 National Grid is in discussions with Scottish Power Manweb regarding the interaction between the proposed overhead line and tunnel works and SP Manweb assets. SP Manweb is a named party in the Development Consent Order, and both parties are progressing the development of a Statement of Common Ground.

The Woodland Trust Wales

- 14.2.28 Consultation feedback received from The Woodland Trust in response to the Stage Three Consultation noted a change of postal address for the organisation only. No further feedback on the Project itself was received at the time. Subsequently, in November 2017, a letter was received from The Woodland Trust Wales providing detailed comments on the Project. These were considered by National Grid and discussed via further correspondence and during a meeting with The Woodland Trust Wales which took place in February 2018. A Statement of Common Ground is being progressed through further correspondence between National Grid and The Woodland Trust Wales.

Welsh Language Commissioner

- 14.2.29 The Welsh Language Commissioner was consulted at the start of the Stage Three Consultation. No response was received. In advance of submission, National Grid met with the Welsh Language Commissioner's Office to discuss the Project and the work that National Grid has undertaken in relation to the Well-being of Future Generations (Wales) Act 2015.

14.3 Public Engagement**Spring 2017 Project Update: How feedback helps us**

- 14.3.1 In March 2017, National Grid issued a community update to everyone who had responded to the Stage Three Consultation with feedback, around 1,500 addresses, and Project stakeholder organisations. It was also sent to the appropriate elected representatives, local authorities and town and community councils within the Stage Three Consultation Zone.
- 14.3.2 The update provided an overview of the feedback that was received in response to the consultation and some of the issues that were raised. It explained how more information could be found online, including films, Q&A and the Project blog. The update also provided an opportunity to explain the next steps for the Project, outlining the application process and signposting to further opportunities to provide feedback directly to the Planning Inspectorate once the application had been submitted and accepted.
- 14.3.3 A copy of the community Project Update can be found in **Appendix 36** to this report.
- 14.3.4 The community update was also distributed to libraries and civic locations across the Project area for display, and placed on the Project website.

Summer 2018 Project Update

- 14.3.5 In June 2018, a Project Update, in Welsh and English, was issued to all addresses within the Stage Three Consultation Zone, around 13,300 addresses. It was also sent to Project stakeholder organisations and to the appropriate elected representatives, local authorities and town and community councils within the Stage Three Consultation Zone. Copies were also sent to libraries and civic locations, who were asked to display them in a public location, and to local media outlets.
- 14.3.6 The Project Update was accompanied by updates to the website. An email to website subscribers and posts to social media were also issued to raise awareness of the publication.
- 14.3.7 The update provided information on the work undertaken by National Grid since the close of the Stage Three Consultation, described how comments received during and following the Stage Three Consultation have been taken in to account, and introduced the PINS process following submission. It also included an update on National Grid's work regarding the Third Menai Crossing and in West Gwynedd.
- 14.3.8 A copy of the Summer 2018 Project Update can be found in **Appendix 38** to this report.
- 14.3.9 As with previous Project Updates, the Freephone, Freepost and email address contact details were provided, inviting any comments or feedback. The responses received are included within **Section 14.4** below, together with an explanation of how National Grid had regard to the comments and information provided

2018 Project Update: Submission

- 14.3.10 To coincide with submission of the DCO application, a Project Update was issued to all addresses within the Stage Three Consultation Zone, around 13,300 addresses. It was once again sent to Project stakeholder organisations and to the appropriate elected representatives, local authorities and town and community councils within the Stage Three Consultation Zone. Libraries and civic locations also received a copy and were asked to display them in a public location.
- 14.3.11 The update included the map of the final proposals that form the DCO application and provided details of the PINS process under the NSIP regime. It explains how people are able to continue to take part in the process, via PINS.

Ad hoc correspondence

- 14.3.12 A central point of contact for queries or concerns about the Project has been available throughout the development of the Project, as advertised on all newsletters, updates, community bulletins, posters and adverts. The contact details are:
- Freephone: 0800 990 3567
- FREEPOST National Grid NW Connection
- nationalgrid@cysylltiadgogleddcymru.com / nationalgrid@northwalesconnection.com
- 14.3.13 Following the Stage Three Consultation, the Project continued to receive emails and letters from members of the public. Bespoke responses were drafted and sent in reply that sought to address the comments and/or concerns raised. **Section 14.4** explains the themes raised and how National Grid had regard to the comments made.
- 14.3.14 Due to the time necessary to complete, check, cross-reference and print the DCO application, ad hoc correspondence received after 13th July 2018 has not been included within this report. Replies were issued to all correspondence received after this date, responding to the comments made and explaining that following submission of the application, all comments should be submitted to PINS.

Project blogs

- 14.3.15 National Grid sought to address topics that were frequently raised in feedback during and following the Stage Three Consultation via the Project blog. This allowed for more detailed aspects of the Project to be discussed in an informal setting and covered issues such as:
- Tourism and the work National Grid has undertaken to reduce effects on the industry.
 - Tunnelling beneath the Menai Strait.
 - National Grid’s approach to undergrounding on different projects.
 - The role of consultation in the planning process.
 - Traffic and transportation during construction and how National Grid will manage the effects of this.
 - Welsh Government’s proposed third bridge across the Menai Strait and the things that need to be considered when discussing putting National Grid cables on it.
 - The safety of two parallel overhead lines.
 - Why the Project would submit its application after Horizon Nuclear Power.
- 14.3.16 Twitter was also regularly used to promote new blog posts, share images and signpost to additional engagement activities.

Engaging with hard to reach groups

- 14.3.17 In 2017, National Grid undertook engagement with a number of community groups and educational facilities throughout the Project area. This engagement included presentations and briefings about National Grid’s latest proposals as detailed at the Stage Three Consultation and provided opportunities for groups such as the Young Farmers Association and the Women’s Institute to ask questions about the Project or National Grid’s work in general.
- 14.3.18 The work with schools involved reviewing CVs, conducting mock interviews and attending careers events. These activities were designed to prepare students for future work prospects and to raise awareness of STEM subjects.
- 14.3.19 Further details of all the work undertaken by National Grid to raise awareness of the Project, National Grid and STEM subjects in schools is provided in **Appendix 40** to this report.

Supporting Horizon Nuclear Power’s events

- 14.3.20 National Grid attended a number of Horizon Nuclear Power’s events during its Stage Three Consultation between May and June 2017 in locations closest to the proposed route. Members of the National Grid Project team attended exhibition events in Llangefni, Cemaes, Amlwch and Rhosybol, and a mobile bus event at Menai Bridge, to engage with the public and answer any questions about the proposals for National Grid’s connection.

14.4 Summary of correspondence received from the public and town and community councils and how National Grid has had regard to the feedback provided

- 14.4.1 Following the close of the Stage Three Consultation, ad hoc queries were received from members of the public and town and community councils on a number of topics. The questions raised or comments made have been summarised in **Table 14.1**, together with a summary of how National Grid had regard to the feedback received as appropriate.

- 14.4.2 As explained in **Section 14.3** above, at the time such emails or letters were received, bespoke responses were drafted and sent in reply that sought to address the comments and/or concerns raised. In some cases, the correspondence received was a request for copies of existing information, such as another copy of a Project Newsletter or map, in each case this information was sent by return.
- 14.4.3 Feedback received up to and including 30th June 2018 has been summarised in **Table 14.1**. Correspondence received after this date has been considered by National Grid and responded to as described above.
- 14.4.4 Feedback received in response to the localised non-statutory consultations on construction traffic routes is dealt with in **Sections 14.5 and 14.6**. Correspondence received from PILs after the close of the Stage Three Consultation is discussed in **Section 9.16** of this report.

Table 14.1: Summary of correspondence from the public and town and community councils received following the statutory Stage Three Consultation and how National Grid had regard to the feedback

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
Existing electrical infrastructure	
There was interest in whether two existing lines on Anglesey, from Wylfa to Pentir and from Wylfa to Anglesey Aluminium, are still carrying electricity.	National Grid explained to the respondent that while there is no longer energy generation from the existing Wylfa site, the overhead line that runs across Anglesey, from Wylfa to Pentir substation, is still required to bring electricity onto the island from the national transmission network. This is then distributed via the local network. The same applies to the line from Wylfa to Anglesey Aluminium.
A respondent asked about the performance of the existing overhead line, including unplanned outages and lightning strikes.	Specific information of this nature is not publicly available. However, information on the performance of the transmission system is available in the National Electricity Transmission System Performance Report. A link to the report was provided to the respondent.
A query was received asking for a comparison between the existing pylons and the proposed new pylons.	A description of pylon types was available in the 2016 Overview document, published as part of the Stage Three Consultation, which including information on approximate heights. A link to the document was provided to the respondent Considerations in respect of pylon design are detailed further in the Draft Route Alignment Report Wylfa to the Menai Crossing Area (Document 9.5) and in the Design Report (Document 7.17).
A respondent asked for information on the rationale for putting sections of the existing Wylfa to Penrhos line underground at Tregele and Valley. The respondent also asked whether the cable uses the Stanley Embankment and bridge or goes subsea to Holy Island, and what type of cable has been used.	The Wylfa to Penrhos line is a 132 kV line and was built to connect the Anglesey Aluminium Plant to Wylfa power station. It was developed by the Central Electricity Generating Board, the predecessor to National Grid and the operator of the transmission system at the time. The design of the line and the decisions to put sections underground would have been made based on the planning, economical, technical and licence requirements of the time. The underground section of the route near Valley uses the Stanley Embankment.

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
	<p>Due to cable ratings at this voltage, 132 kV lines typically require fewer cables when undergrounding compared to 400 kV lines. Fewer cables also means less expansive construction compared to 400 kV. Collectively, this results in lower costs than 400 kV underground installations.</p>
Needs Case and Strategic Options	
<p>Queries were received about the project need case and how the project relates to National Grid's need to comply with NETS SQSS, including whether a single underground circuit could be used instead of an overhead line double circuit.</p>	<p>National Grid must comply with the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS), which is set by the industry and Ofgem. It must also comply with its licence obligations, which include a duty to be economic and efficient, which SQSS also discusses.</p> <p>Adding only an additional underground circuit could potentially technically comply with SQSS, however this would require significant works to the existing network and place restrictions on National Grid's customer, Horizon, that would not fulfil our other obligations under licence conditions.</p> <p>National Grid also has obligations to get all of the power from Anglesey to the transmission system, which it would not be able to do under a double circuit fault and only another single circuit. In this situation the power from Horizon would have to be constrained. The costs of doing so would be charged to consumers so National Grid must also consider the constraint costs while designing the transmission system.</p> <p>A four-circuit solution overcomes the technical and commercial issues identified above and gives Horizon the secure and stable connection it needs to operate the power station economically and without operational restrictions.</p>
<p>One respondent asked for more information on the generation point of connection.</p>	<p>National Grid explained that the proposed connection for Wylfa Newydd will start at the existing substation located next to Wylfa power station and connect into Pentir substation.</p> <p>The energy generator is responsible for the generation circuit. In North Wales, Horizon and Orthios will need to establish the most appropriate way to connect to National Grid's existing substations as part of their proposals.</p>
<p>A respondent asked how National Grid had considered Horizon Nuclear Power's opposition to HVDC technology.</p>	<p>The terms of National Grid's licence require it to offer a connection agreement to Horizon. Decisions on the most suitable technology are made by National Grid in consideration of technical, cost and environmental factors, taking account of consultation feedback and in line with its statutory duties.</p> <p>Alongside its duty to connect Wylfa Newydd, Horizon Nuclear Power is a prescribed consultee under the Planning Act 2008 and, as the experts in nuclear power, it is very important that National Grid listens to</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
	<p>their views on providing a connection that it feels is suitable, safe and efficient.</p> <p>The assessments and decisions made to date in relation to HVDC technology and the challenges it poses for connecting Wylfa Newydd are explained the Strategic Options Report (Document 7.2).</p>
<p>There was a request for information on how National Grid can consider costs for the North Wales Connection Project when the terms of RIIO-T2 have not yet been negotiated.</p>	<p>The RIIO-T1 period runs until 31 March 2021. After this time, the RIIO-2 price control period will begin.</p> <p>All cost estimates for the Project are prepared based on the most up to date information available. National Grid undertakes regular reviews to make sure they remain accurate.</p> <p>At the current time, National Grid can only work to the framework set out in RIIO-T1 as the structure of the RIIO-2 framework is at proposal stage.</p> <p>Ofgem has announced that the over-arching objective for RIIO-2 is to “ensure regulated network companies deliver the value for money services that consumers want and need”. This is consistent with the aims it set out for RIIO-T1.</p> <p>When the RIIO-2 framework is finalised, National Grid will assess the regulatory requirements and what this means for its projects.</p>
<p>A respondent asked for more information on the AC options National Grid had considered.</p>	<p>Alternating Current (AC) options were considered during development of the proposed connection. Information on AC options was outlined between pages 43 and 82 of Strategic Options Report 2015 (Document 9.8.2) and detailed information on the development of the Preferred Strategic Option (Strategic Option 3) could be found in chapter five of Strategic Options Report Update 2016 (Document 9.8.3), both of which were provided as part of the statutory Stage Three Consultation.</p> <p>An updated Strategic Options Report (Document 7.2) forms part of the DCO application.</p>
<p>A respondent asked for more information on the methodology National Grid uses to find the right balance between options.</p>	<p>In August 2012, National Grid published its Approach to the Design and Routeing of New Electricity Transmission Lines which states:</p> <p><i>“Whether the preferred route corridor is predominately overhead, underground or sub-sea, detailed survey and assessment work is carried out to find the alignment of the transmission line which best satisfies all of our obligations and the needs of stakeholders. In doing this we seek to avoid as far as possible any impacts on people, settlements, and environmentally sensitive areas. We continue to refine the route alignment to minimise any visual and other environmental impacts, in consultation with stakeholders and communities.”</i></p> <p>The routeing of new transmission lines is informed by</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
	<p>the results of consultation and experience of major transmission infrastructure projects. The approach complies with the requirements of the Electricity Act 1989, National Policy Statements EN-1 and EN-5, and retains the principles of the Holford Rules which provide guidance on the routeing of overhead lines.</p> <p>The approach to the routeing of new electricity transmission lines set out in the National Grid 2012 publication is used as guidance for all of National Grid's project teams and also provided to stakeholders to provide a transparent and clear understanding of how National Grid designs its transmission lines to meet its statutory obligations.</p> <p>National Grid does not have an inherent preference for a technology type when developing its connections, and uses the published Approach to the Design and Routeing of New Electricity Transmission Lines process to determine the appropriate balance.</p> <p>After careful consultation and appraisal of all options National Grid considers the overhead line and tunnel in the Menai Strait area presents the most appropriate balance of environmental, socio-economic, technical and cost considerations</p>
<p>A respondent enquired about the Network Options Assessment (NOA) and how this has been considered in the North Wales Connection Project.</p>	<p>The purpose of the NOA is to make recommendations to transmission owners across Britain regarding which projects to proceed with to meet the future network requirements as defined in the Electricity Ten Year Statement (ETYS). Both the ETYS and NOA are published annually.</p> <p>The cost and timescale of the reinforcement options in the NOA reflect what is known about it at that time and what it would take to deliver that option. It is intended to provide a strategic assessment of whether the reinforcement is economic, efficient and co-ordinated and therefore appropriately placed for further development.</p> <p>An important thing to note about the NOA is that it is not a one-time decision to develop a project. It gives a signal based on what is known at the time on whether it is appropriate to progress a project.</p> <p>Any options progressed are subject to further review, including ongoing financial and environmental assessment and consultation, where this is appropriate. This would consider, for example, technology types, routeing, policy requirements and many other factors.</p> <p>This is the process that has been followed by the North Wales Connection Project. National Grid has published reports at each stage and considers it has been very open and transparent in the decisions it has made and the reasons for these.</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
<p>National Grid received a number of questions in relation to NETS SQSS, including questions related to generation and transmission circuits, National Grid’s licence conditions, and the use of a third circuit rather than an additional double circuit connection</p>	<p>A Generation Circuit as defined in the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS) is the sole electrical connection between one or more generating units and the Main Interconnected Transmission System i.e. a radial circuit which if removed would disconnect the generating units.</p> <p>The existing overhead line from Wylfa to Pentir is made up of two circuits, one on each side of the existing pylons. In the event of one circuit being disconnected, the generation would remain connected via the other circuit.</p> <p>For the purposes of SQSS, the existing Wylfa to Pentir connection is defined as being comprised of two Transmission Circuits.</p> <p>To establish if there is a need for a new connection, National Grid has to consider the contracted generation background. The Strategic Options Report Update 2016 described the contracted generation background and the changes that occurred in the contracted generation background between January 2015 (after the second Stage Two Consultation) and autumn 2016 (when the statutory Stage Three Consultation took place).</p> <p>The current need case includes a number of contracted proposed generators in the North Wales area – not only on Anglesey. When assessing the transmission system in North Wales, National Grid has to take into account all of the contracted new generation in the area and how it can be connected to the national transmission network.</p> <p>The NETS SQSS contains the technical planning criteria applicable to the connection of power stations to the transmission system.</p> <p>The requirements of the SQSS are not the only conditions National Grid must meet when developing plans for new infrastructure. Among other factors, it must also consider: transmission licence; system frequency; transmission system performance; and National Policy Statements.</p> <p>National Grid considers it has consulted on the genuine options that meet all of the conditions placed on it. While a three-circuit option could be made to technically comply with SQSS, it would require significant additional works to the existing transmission system bringing additional costs. This would not meet National Grid’s other obligations and licence conditions, so it was therefore not a viable option.</p>
<p>National Grid was asked about government policy, particularly</p>	<p>National policy statements are developed by government, independently of National Grid.</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
that Wylfa was selected as a potential site for new nuclear without any consideration given to the availability of an appropriate grid connection.	In its role as transmission network owner and operator, National Grid is legally required to provide connections when requested to do so. It has no influence on the location of generation sources.
A respondent asked why the explanation of National Grid's need for four circuits was not made clear during the public consultation and the Project Need Case.	National Grid's published an updated Strategic Options Report and Need Case at the 2016 statutory Stage Three Consultation. All the relevant information regarding a need case and assessment of options was contained in these documents. They explained the generation National Grid has to connect and considerations it takes into account when developing new connections, including NETS SQSS. For anybody wanting to discuss the information provided, events were held which gave people the opportunity to talk to members of the National Grid team, and a project specific Freephone number, email address and postal address were available.
A respondent asked for information on the other new energy generation projects which would account for 2.3GW of new generation.	National Grid's response explained that, of the 5.1GW of new generation, 2.8GW will be from Wylfa Newydd and the remaining 2.3GW will come from the following projects: <ul style="list-style-type: none"> • Orthios biomass project in Holyhead (300MW) • Greenwire Wind Farm in Ireland (1GW) • Codling Park, an offshore wind farm off the east coast of Ireland (1GW).
With regard to the Network Options Assessment (NOA) 2017/18 report, a respondent noted that the work on the Pentir to Trawsfynydd upgrade to a double circuit had been effectively stopped as it is not needed until the late 2020s. The respondent asked for clarity as they understood that this was needed to ensure two double circuits out of Pentir, to match the two double circuits proposed from Wylfa to Pentir, so would be needed by 2025.	The recommendations made by the NOA are based on an economic assessment. They form one piece of information used in making investment decisions. National Grid has an obligation to comply with SQSS. The Pentir to Trawsfynydd works are required for SQSS compliance on connection of the Horizon generator. The works will therefore be progressed in line with National Grid's connection agreement with Horizon to be ready for when Horizon plans to start generating. Currently, this is the mid-2020s.
One respondent noted the plans to increase generation on Anglesey, mentioned by the Secretary of State in the House of Commons.	National Grid is aware of the comments from the Secretary of State. In its role as transmission network owner and operator, National Grid is legally required to provide connections when requested to do so. National Grid has no say on the amount of generation planned by generators or the location of that generation. National Grid can only respond and plan to firm connection requests.

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
	<p>Horizon Nuclear Power has made a connection request and National Grid has a contract with them to provide a connection for 2.8 GW. If Horizon does changes its plans and the amount of generation proposed at Wylfa increases, National Grid would assess options at this time.</p> <p>It is too early to say how this could be done and what technology would be used to transmit additional generation. Any future connection plans would be based on national policy requirements, technical requirements, and consultation. Ultimately, National Grid would need to propose an option that it considers could achieve consent.</p>
Undergrounding / subsea connection	
<p>A number of respondents felt that National Grid should consider an underground or subsea option, with some challenging that National Grid is not listening. It was also questioned why National Grid was using subsea and underground cable on the Western Link HVDC project.</p>	<p>National Grid recognises that many people would prefer a subsea or underground connection for Wylfa Newydd. National Grid has carried out considerable research to look at the options available.</p> <p>However, subsea connections present technical and cost challenges for Wylfa Newydd. National Grid has a statutory duty, as defined by the Electricity Act 1989, to develop an efficient and economical electricity transmission system as all the money invested in new connections is passed onto consumers through their energy bills.</p> <p>In addition, there isn't a large nuclear generator anywhere in the world that's connected to a network using voltage source converter (VSC) High Voltage Direct Current (HVDC) technology. Connecting a nuclear power station using HVDC technology would present an unprecedented technical challenge. National Grid cannot confirm how long it would take to overcome this technical challenge and it would put its ability to connect Wylfa Newydd in the mid-2020s at risk.</p> <p>The energy being connected by the Western Link HVDC cable is from a transmission network in Scotland, into the transmission network in Wales and England. It is not connection a single generator to the transmission network, as would be the case for Wylfa Newydd. There are two existing overhead lines running from the north of the UK to the south, with the new Western Link HVDC connection running alongside. This means that if there was a fault on the subsea connection, there would still be other routes available for electricity to reach energy users. The length of the subsea section of the Western Link project (385km) also means there are construction and cost efficiencies that make a subsea connection more viable when compared to an overland alternative.</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
National Grid was also asked what the unplanned outages and mean repair times of a subsea connection were.	National Grid directed the respondent to the latest information on the operation of National Grid's network, including interconnectors, available in its National Electricity Transmission System Performance Report 2016-2017.
Some concerns were raised about electricity infrastructure being susceptible to terrorist attack.	<p>National Grid takes the safety and resilience of the proposed connection very seriously. There are rigorous standards that must be met on security of supply and safety. These take into account what should happen in the event of an unplanned incident and the loss of a connection to a major generator. In such circumstances, there are safeguards in place to make sure the network can cope. National Grid has teams who do regular scenario planning to make sure the organisation is always prepared for potential unplanned events. By way of assurance, National Grid assesses its network against important performance indicators which have found that the national electricity network is 99.9% reliable.</p> <p>All technology options including subsea and underground connections require some above ground infrastructure (such as substations, sealing end compounds, converter stations). To a certain extent, all National Grid's infrastructure – whether above or below ground – is potentially vulnerable to extreme scenarios. As such, this would not be a strategic reason to choose underground technology rather than overhead. Indeed, in the event of an incident, access for operation, repair and the speed at which this can be achieved is much quicker on overhead, when compared to underground, connections. It's also worth noting that other nuclear power stations in the UK have been connected using two sets of overhead lines for a number of years. For example, Sizewell B nuclear power station in Suffolk has been generating energy since 1995 and is connected with two parallel overhead lines.</p> <p>National Grid is responsible for the safe and reliable operation of the proposed connection and is absolutely committed to this. National Grid follow all relevant guidelines to make sure its connections are robust in the face of any incident, whether intentional or accidental. The organisation follows a stringent process to meet security standards when designing new connections as outlined in the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS). National Grid is confident that the Project is fully compliant with the NETS SQSS.</p>
A respondent asked for assurance that there would be sufficient time to design and	National Grid is confident its proposals represent the most appropriate balance of everything it needs to consider.

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
underground the connection, if required.	<p>National Grid recognises the challenges in balancing environmental, socio-economic, cost and technical considerations when making a judgement on the most appropriate overall solution for society. National Grid has considered all of these factors and concluded that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line. National Grid considers that this would fulfil its statutory duties and complies with national planning policy. The Strategic Options Report (Document 7.2) contains further information on this decision. The Planning Statement (Document 7.14) sets out how the proposed development complies with national planning policy.</p> <p>In the event that its application is not granted consent, National Grid will have the capability to make changes to its proposals and still connect Wylfa Newydd on time.</p>
Construction	
<p>There was general interest in how the project would be constructed if it is given consent, and when work would start and end. There was also interest in Ofgem's proposals to have new connections designed and delivered by third parties following competitive tender.</p>	<p>Should the project be granted consent, relevant suppliers and contractors will be appointed following a tendering process. National Grid adopts the same approach, irrespective of technology option.</p> <p>National Grid is supportive of the introduction of onshore competition where it is in the interest of consumers and communities; although it is important that Ofgem continues to assess opportunities and risks of competition on a project specific basis. National Grid will continue to follow Ofgem's proposals closely and review how they relate to National Grid.</p> <p>If National Grid is granted consent, construction is likely to start in 2020 at the earliest. National Grid anticipates construction will take approximately six years to both build and test the connection, with additional time required to reinstate the land and restore it to its previous use.</p> <p>National Grid supports the introduction of onshore competition where it is in the interest of consumers and communities; although it is important that Ofgem continues to assess opportunities and risks of competition on a project specific basis.</p>
<p>There was interest regarding temporary access tracks for the Project and how they would be constructed/ deconstructed.</p>	<p>National Grid explained that the typical process for installing and removing temporary access roads could be found in Chapter 4 of the Preliminary Environmental Information Report, and in the Design Plans 3.10.8 and 3.10.9, provided as part of the Stage Three Consultation. These documents were available on the Project website.</p> <p>Updated information is provided in Chapter 4 of the ES, Construction, Operation, Maintenance and Decommissioning (Document 5.4).</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
<p>A respondent asked why the extension proposed for Wylfa substation is so small, given the large uplift in capacity required.</p>	<p>The existing Wylfa substation includes a range of equipment and facilities that were originally designed for the generation at Wylfa A Nuclear Power Station. These include electrical equipment appropriate to connect a power station to National Grid, but also storage areas, safety equipment, fencing, security, and other items.</p> <p>To facilitate the generation at Wylfa Newydd, National Grid will need to install new electrical equipment and reconfigure the electrical equipment in the existing substation. It has also looked at any space that is unused on the site and the flexibility within the substation's current footprint, and has engaged with Wylfa Power Station and Horizon as to their requirements in this area.</p>
<p>One respondent asked about the timing for construction to start, given Horizon's stated completion date for its reactors.</p>	<p>National Grid has been in close co-ordination with Horizon to consider construction timings and deliver its contractual agreement to connect the power station in the mid-2020s. National Grid and Horizon continue to work closely together to understand timescales going forward.</p>
Options appraisal process	
<p>Two comments were received challenging National Grid's options appraisal methodology. One claimed that National Grid's methodology does not quantitatively allow for anything other than cost, the other provided a proposed quantitative assessment method for consideration.</p>	<p>National Grid's response thanked the respondent for the proposed options assessment method and the example table.</p> <p>National Grid's appraisal methodology has been used for a number of projects, including the Hinkley Connection and the Richborough Connection. The approach and decisions made on these projects were scrutinised as part of the DCO examination for each project. Both were granted a development consent order.</p> <p>National Grid is confident in the process it follows and believes it offers a suitable process for developing new connections in consideration of all the factors it must take into account.</p> <p>National Grid's appraisal methodology does not include quantitative assessment. National Grid has developed an options appraisal methodology where the significant issues under each factor are considered qualitatively with no weighting or scoring of factors. This ensures that environmental and socio-economic factors are compared on an even footing with technical and financial issues, and reasoning for selecting a preferred Strategic Option is clear and not obscured by any mechanistic scoring process.</p> <p>National Grid publishes documents so that the process it follows is transparent and people can see how it has made decisions based on the information it has.</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
Geology	
<p>There was interest in how National Grid had considered Anglesey's Geopark status.</p>	<p>National Grid has considered Anglesey's Geopark status and a number of respondents raised it in their Stage Three Consultation feedback. The large majority of Anglesey's geosites and geological features are on the coast. This is one of the many factors which informed the preferred route National Grid consulted on across the centre of the island. National Grid has also identified a number of Geological SSSIs and has avoided these through careful routeing. Geology is considered in National Grid's Environmental Statement.</p> <p>The UNESCO Geopark designation is considered in the Geology, hydrogeology and ground conditions chapter of the ES (Chapter 11, Document 5.11).</p>
Historic environment	
<p>A respondent asked for more information on working being undertaken at Ffynnon Cybi at Clorach.</p>	<p>Areas of historical significance are an important consideration in developing a connection for Wylfa Newydd. National Grid recognises that Anglesey is rich in historical heritage and has worked hard to avoid important sites such as Bronze Age burial mounds, standing stones north of Llanfechell and the prehistoric Carrog settlement.</p> <p>National Grid is aware of the Ffynnon Gybi holy well on the south side of the road near Pont Clorach and recognises its importance to the local and wider community. Following further design and assessment work, National Grid is no longer planning to put an access track in the field where the site is situated.</p> <p>Effects on the historic environment have been assessed and are reported in Chapter 10 of the ES, Historic Environment (Document 5.10), and this includes an assessment of likely significant effects on the settings of both of these assets.</p>
Socio-economic effects	
<p>In relation to the IPSOS Mori and EMR report on the project website regarding the impact of infrastructure projects on tourist/visitor behaviour, a respondent asked to see more local studies.</p>	<p>National Grid's response explained that the report in question is independent and was prepared by reputable companies in line with their practices and standards.</p> <p>While National Grid has taken note of the report's findings, it has also carried out local surveys to inform the assessment of potential socio-economic effects set out in Chapter 17 of the ES (Document 5.17).</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
	<p>further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people’s behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>
<p>In relation to the Q&As on the Project website, a respondent asked about the impact on house prices. They suggested it would be useful to make reference to the fact that, at National Grid’s request, the Secretary of State has deemed impact on house prices to be out of scope of the Environmental Statement.</p>	<p>The Environmental Statement (Volume 5) includes the assessment of the potential significant effects of the Project, both alone and in combination with other developments.</p> <p>The content of the Environmental Statement has taken account of the Scoping Opinion provided by the Secretary of State. As the respondent rightly points out, it will not consider property prices.</p> <p>The Q&As on the website are designed to provide helpful, brief answers to the questions that are commonly asked about the project. Information on the content of the Environmental Statement is available in other areas of the website.</p> <p>Effect on property value</p> <p>The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
	<p>effect on the value of private individual properties has not been a factor in the decision making process.</p> <p>In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p>
<p>A respondent enquired about an article they had seen in <i>Gridline</i> magazine regarding fires near overhead lines. They quoted a line from the article and asked whether people living near pylons might find it hard to get house insurance.</p>	<p>National Grid’s response explained that the firefighting point was aimed specifically at buildings built directly under overhead lines. Houses are not generally built close enough to overhead lines to present a problem to fire services.</p> <p>The response also signposted National Grid’s guidance to the UK Fire and Rescue Service.</p>
<p>A respondent provided his estimated impact on economic</p>	<p>When developing proposals, National Grid takes account of various factors including potential for socio-</p>

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<p>value to Anglesey and asked for National Grid's view.</p>	<p>economic effects including tourism. When National Grid develops routes, it looks to avoid areas of highest amenity value and communities.</p> <p>At previous stages of the Project, National Grid looked at various options for routeing and has taken forward the current route which avoids areas of highest tourism amenity such as the coastline. As part of this assessment, it has also considered tourism businesses. National Grid considers that the route proposed seeks to avoid and reduce effects on tourism on Anglesey and keeping the new and existing infrastructure together reduces the effects on the wider area.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment. This has included consideration of important views, both for local people and for tourism, to understand the effects on views and designations and to reduce effects where appropriate through careful routeing and pylon choice. Further detail is presented in the landscape and visual chapters of the ES (Document 5.7 and 5.8 respectively).</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub-headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people's behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the</p>

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	<p>Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p>
Electric and Magnetic Fields	
<p>A respondent noted that they are aware that EMFs will not form part of National Grid's Environmental Statement, but there will be a separate report. They asked where the interaction between EMFs and radon, found at high levels in many parts of Anglesey, will be handled.</p>	<p>National Grid's response explained that in the UK, there is a carefully thought out set of guidelines and policies to protect us all against EMF exposure. These guidelines and policies were adopted by Government after careful consideration of the science by their scientific advisors in Public Health England (who lead on this on behalf of Wales and England). The science regarding the interaction between EMFs and radon fed into the development of this guidance. Therefore, the policies on EMFs which National Grid follows take into account the issues raised.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no significant EMF effects arising from the equipment, including as a result of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and identify any appropriate mitigation. However, National Grid has published a separate report as part of the application (Document 5.25) which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.</p>
Consultation process	
<p>Some respondents felt that National Grid had not listened to the views of local people, Isle of Anglesey County Council, the Welsh Assembly, or Parliament, stating that these groups want the connection to be put underground.</p>	<p>National Grid has considered the views of local MPs, AMs, Councils and Community Councils in addition to feedback from members of the public and recognises that many people want the connection to be placed underground. However, feedback is just one of the factors it must consider. It must also take into account, technical needs, communities, the economy and environment and cost in accordance with the requirements of applicable planning policy, statute and guidelines.</p>
<p>A number of respondents highlighted awareness of</p>	<p>Following the Stage Three Consultation in 2016, National Grid reviewed the feedback received,</p>

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<p>additional consultation with landowners in relation to potential changes to pylon positions, drainage areas and access roads on their land. They felt these plans should have been made publicly available and felt National Grid were carrying out 'individual, secretive negotiations'. These respondents also felt that an additional stage of consultation should be held on these changes.</p>	<p>including a number of changes put forward by landowners to help reduce effects on land use and agricultural activity. This included, for example, minor changes to pylon locations to be closer to field boundaries, making adjustments to access tracks and small changes to drainage areas.</p> <p>National Grid's assessment of the effects of these changes concluded that they were localised and focused on individual land-holdings. National Grid is confident that they will not represent any significant effects on wider communities or lead to changes to the effects described in the PEIR (provided as part of the Stage Three Consultation). Consultation was therefore limited to landowners only.</p> <p>National Grid's response to these respondents explained that members of the public will have another opportunity to comment on National Grid's proposals as part of the PINS planning process.</p>
<p>It was asked why the North Wales Connection Project does not operate a stakeholder reference group like that used on National Grid's North West Coast Connections Project. Respondents were also interested to know about National Grid's experiences of consulting with island communities.</p>	<p>National Grid projects require a unique approach to consultation according to the local area. As such it develops its approach to engagement with local authorities, so they can influence the activities National Grid undertakes. On the North West Coast Connection Project, National Grid agreed with the local authority to continue an existing model of stakeholder engagement that had been established by Britain's Energy Coast West Cumbria enterprise. On Anglesey, National Grid participates in the Energy Island Programme which was developed by Isle of Anglesey County Council.</p> <p>While no other current projects are located on islands, in planning its consultations National Grid considered its experience from other major projects as well as guidance from Isle of Anglesey County Council on how best to engage with communities. This was reflected in the preparation of its Statement of Community Consultation.</p>
<p>Some respondents wanted to know when the results of the autumn 2016 consultation would be available, for example via publishing them on the project website.</p>	<p>National Grid's response explained this Consultation Report would be submitted as part of National Grid's application (and made available through the Planning Inspectorate's website), which provides information on how feedback has been taken in to account and informed our proposals.</p>
<p>A respondent asked how National Grid considers change requests and whether any requests received had been acted on or rejected.</p>	<p>National Grid advised that its Consultation Report would detail how it has had regard to the feedback received to all stages of consultation.</p>
<p>A respondent queried National Grid's approach to consultation and suggested that it had not</p>	<p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
<p>listened to the people of Anglesey into accepting pylons.</p>	<p>proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area. • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid’s statutory obligations.</p> <p>Through the published community documents and technical reports, including this Consultation Report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p>
<p>A respondent asked about the</p>	<p>The <i>Stakeholder and Incentive Scheme Submission</i> is</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
<p><i>Stakeholder and Incentive Scheme Submission</i>, and asked if the main theme of the feedback was preservation of beauty around the Menai Strait.</p>	<p>a summary of all of National Grid's engagement work, rather than a detailed account of specific consultations and the issues raised.</p> <p>When designing new connections National Grid is required by national policy (National Policy Statement EN-5) to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part.</p> <p>Following consideration of the contents of feedback from public and statutory stakeholders, together with a review of the requirements set out in NPS EN-5, National Grid considers that the likely socio-economic and environmental effects of a new overhead line in the Menai Strait area would result in a conflict with National Planning Policy and, therefore, the additional costs of underground cables in this area are appropriate in these circumstances.</p>
<p>One respondent queried the accuracy of a figure that appeared in the <i>2016 Overview document</i>, which states that putting the whole connection underground between Wylfa and Pentir would cost over one billion pounds, but the Strategic Options Report 2016 suggests this aspect of the work would cost £585 million.</p>	<p>National Grid's explained that, in this instance, the cost stated was for the full project, with undergrounding between Wylfa and Pentir.</p> <p>The rest of the Overview document contains detailed information about the works required and the associated costs.</p> <p>The technical reports provided as part of the Stage Three Consultation also provided detail on the scope of works and associated costs.</p>
<p>In relation to the Rochdale Envelope (PINS Advice Note Nine), a respondent asked about examples of macro details that consultation had influenced, other than the Menai tunnel.</p>	<p>National Grid provided examples of where it has responded to consultation feedback in the community documents published as part of the Stage Three Consultation. Information of how National Grid responded to feedback and how feedback has influenced the proposals can be found on pages 12-17 of the Overview document (Appendix 24 to the report).</p>
<p>In response to the 2018 summer newsletter, Pentir Community Council expressed its concern that the newsletter only focused on the positive aspects of the project and asked why National Grid is not consulting the council.</p>	<p>National Grid's response explained that the newsletter was intended to update people on its latest work and explain what happens next. The newsletter recognises that people do have concerns about the project, such as on tourism, traffic, the landscape and wildlife, and explains how it is taking these into account.</p> <p>National Grid explained that the Council has been consulted at every stage and National Grid provided a briefing in December 2016 during its statutory consultation. All updates since then have been sent to the Council and it also recently included the Council in its consultation on transport routes near to the proposed Ty Fodol tunnel head house (detailed in</p>

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	Section 14.6). The Council responded to the statutory consultation and the recent transport consultation and this feedback is being taken into account.
In response to the summer 2018 Project Newsletter, a respondent asked why there was no mention of the underground connection from Wylfa to the mainland.	National Grid's response explained that the Project newsletter was intended to update people on its latest work and explain what happens next. The newsletter recognises that people do have concerns about the project, such as on tourism, traffic, the landscape and wildlife, and explains how these are being taken into account.
A respondent asked for confirmation that the Secretary of State Scoping Opinion, from July 2016, was made freely available to the public during the autumn 2016 consultation.	The Planning Inspectorate submitted the scoping opinion to National Grid in July 2016 and made it available on their website from 1 July 2016. The purpose of the scoping opinion was to inform the work National Grid undertook as part of the environmental impact assessment. The initial environmental assessments were published in the Preliminary Environmental Impact Report (PEIR) as part of the statutory Stage Three Consultation. An Environmental Statement has been prepared as part of the DCO application (Volume 5). Both the scoping opinion and the PEIR were available to the public at the Stage Three Consultation.
A respondent asked if a specific document on undergrounding was available at consultation events.	National Grid understands that the document provided by the respondent may be a document from a recent National Grid workshop that the respondent attended, unrelated to the North Wales Connection Project. The co-ordinator of that workshop subsequently sent an email to the respondent with further information about the status of the document. There was plenty of information available about undergrounding at the consultation events. The specific document referred to was not available. Information available included the Overview document (Appendix 24), images, a factsheet and the National Grid publication 'Approach to the Design and Routeing of New Electricity Transmission Lines', as well as members of the Project team on hand to answer any questions.
Working with local authorities and town and community councils	
It was understood that Isle of Anglesey County Council would be required to produce an adequacy of consultation statement. Respondents wished to understand how National Grid would promote public awareness of this requirement on the local authority.	Following the submission of National Grid's application, the Planning Inspectorate will ask the relevant local authorities to prepare an adequacy of consultation statement. Further information on this is available in the Planning Inspectorate's Advice Note, a link to which was provided to the respondent. National Grid also noted that there will be an opportunity for interested parties to provide comments directly to the Planning Inspectorate as part of the planning process.

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
<p>A respondent was interested in how National Grid has worked with Isle of Anglesey County Council when preparing the Statement of Community Consultation (SoCC).</p>	<p>As part of developing the Statement of Community Consultation, the Planning Act 2008 requires an applicant to provide relevant local authorities with an opportunity to comment on a draft SoCC. This is to get their input on the suitability of proposed consultation methods and take advantage of their local knowledge. National Grid provided a draft to both councils, who provided useful feedback on the SoCC. National Grid formally submitted the draft SoCC to the local authorities and responded to the comments received.</p>
<p>A response was received from Llanbadrig County Council inviting the project team to a council meeting in September.</p>	<p>National Grid's response thanked the council for its invitation.</p> <p>It was explained that, National Grid was finalising its proposals and expected to submit its application within the next few months.</p> <p>When its application is submitted, the Planning Inspectorate will start its process to review the proposals and there will be the opportunity for people to take part and provide further comments. It will be important that any views are submitted to the Planning Inspectorate rather than National Grid.</p> <p>With this in mind, National Grid did not consider it appropriate to attend the council's September meeting.</p>
<p>Planning process and policy</p>	
<p>There were a number of general queries about the definition of the project and its DCO application. This included when the DCO application would be submitted, what material would be published and whether National Grid had a 'Plan B' should the application be rejected.</p>	<p>Following consultation, combined with National Grid's own assessments and statutory duties, it developed proposals for a new overhead line with a tunnel beneath the Menai Strait. The nature of the proposals means that the project is classed as an NSIP, as defined in the Planning Act 2008.</p> <p>National Grid always intended to submit its application after Horizon had made its application to the Planning Inspectorate. Following a decision by Horizon to move its submission date, National Grid correspondingly moved its application date too. It kept members of the public and stakeholders up to date with blog posts and meetings to explain the reasons for the delay in application. Until Horizon submitted its application, National Grid could not be certain of its own submission date.</p> <p>National Grid has a commitment to provide a connection for Wylfa Newydd in the mid-2020s and has submitted an application to allow adequate time to deliver this. National Grid's response explained that all of the application documents will be available on the Planning Inspectorate's website and hard copies are available at the Isle of Anglesey County Council and Gwynedd Council offices.</p> <p>To develop a connection for Wylfa Newydd, National Grid has considered a range of options and refined</p>

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	<p>these through a number of stages of consultation. As such it has developed a proposal achieving the most appropriate balance of the requirements it must meet and is therefore progressing a single option proposal. Comparable projects (such as the Hinkley C Connection and Richborough Connection) have followed the same approach and were determined by the Secretary of State to have followed planning process appropriately. In the event that National Grid is not granted consent, it would review the reasons for this and consider an appropriate course of action at that time.</p>
<p>There was also a query about when exactly the project became an NSIP, with one respondent feeling that National Grid's consultation may have been misleading by referring to the project as one.</p>	<p>Referring to a proposed development as a "nationally significant infrastructure project", or "NSIP", is not a matter of subjective judgement but the objective application of thresholds set out in the Planning Act 2008. For "electric lines" the thresholds relate to the expected "nominal voltage" of the line and its length. If the thresholds are met by a project, and it is therefore classed as an NSIP, it must follow the process set out in the Planning Act 2008 to obtain development consent.</p> <p>National Grid has always been clear that the Project, as a question of fact, is an NSIP. It has explained the planning process in various documents so that consultees have been able to understand how the proposals would evolve and how consent would be sought for them.</p>
<p>Further requests for information on the process of a DCO application, such as the time take for the Planning Inspectorate to make a decision, were also received.</p>	<p>National Grid's response explained that following submission of the application, timings are set by the Planning Inspectorate and Secretary of State so National Grid is unable to confirm when decisions will be made. However, based on other projects it anticipates that a decision would be made in 2020 at the earliest. A link to further information on the Planning Inspectorate website was provided: infrastructure.planninginspectorate.gov.uk.</p>
<p>Respondents requested draft copies of the DCO documentation and noted that these had been shared with the relevant local authorities. There was also a request for National Grid to publish the Consultation Report before the application is submitted.</p>	<p>National Grid's response explained that the DCO documentation will be available once it makes its application.</p> <p>Following the Stage Three consultation, National Grid prepared a community bulletin which outlined the key themes raised and next steps. This was sent to those who participated in the consultation and other stakeholders in spring 2017.</p> <p>National Grid shared certain draft technical documents in advance of submission of the DCO application with the two local planning authorities and other technical stakeholders. This is an important part of the process which allows the stakeholders to input their local knowledge and expertise through the development of</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
	<p>the project.</p> <p>The application has been accompanied by a community newsletter, sent to residents and stakeholders.</p>
<p>A respondent asked about the Holford Rules, specifically Holford Rule 5, and how they had been considered in develop the Project.</p>	<p>National Grid has considered the Holford Rules in balance with other important considerations, such as the relevant National Policy Statements and consultation feedback.</p> <p>The Holford Rules are guidance which consider and set out some guidelines/approach to routeing and siting of an overhead line connection.</p> <p>National Grid considers it has developed the project in line with the principles set out in the Holford Rules and that it is not in conflict with them.</p> <p>Application of the rules is ultimately a balance and careful consideration needs to be given to how these can be applied as appropriate to the area the proposed new connection is in.</p>
<p>In reference to section C.9.5 in EN-6, a respondent asked about the three-stage grid connection agreement.</p>	<p>The Energy National Policy Statements were published in 2011. Since that time, the proposals for a new nuclear power station at Wylfa have progressed significantly.</p> <p>Horizon has come forward for its plans for the site and this includes details of the reactor design. National Grid’s connection agreement has been prepared in line with this.</p> <p>National Grid’s Need Case and Strategic Options Report have been published and updated at various stages through the evolution of the Project, including as part of the DCO application (Documents 7.1 and 7.2 respectively). These documents reflect the up-to-date information National Grid has from Horizon about its proposals for the site and what connection they will need, including capacity and timing.</p>
<p>A respondent asked about section 2.9.3 of EN-6, and stated that they would argue that pylons do not preserve the characteristics of the area.</p>	<p>As a statutory undertaker National Grid has to fulfil its statutory duties and have regard to amenity considerations when connecting new power stations to the electricity transmission system. It also has to operate within the policy context of the National Policy Statements relating to electricity lines (EN-1 and EN-5). EN-6 is the Government’s NPS for Nuclear Power Generation.</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient. National Grid has sought to reduce the effects on communities and residents through routeing and design decisions.</p> <p>After careful consultation on and appraisal of all</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
	<p>appropriate options, National Grid considers that the overhead line and a tunnel in the Menai Strait area presents the appropriate balance of environmental, socio-economic, technical and cost considerations.</p>
<p>In reference to EN-1, a respondent asked about the collaboration National Grid has had with Horizon in developing its proposals.</p>	<p>To date DCO applications for new generating sources and associated transmission network lines have all been made separately (e.g. EDF's Hinkley Point C power station and National Grid's Hinkley C Connection, Brechfa Forest West Wind Farm and Brechfa Forest Connection).</p> <p>This as it allows the applications to be considered against the appropriate national policy statements. The Electricity Networks NPS (EN-5) is specifically relevant to overhead lines, in addition to EN-1. EN-1 notes that for electricity lines at or above 132kV, EN-1 in conjunction with EN-5 will be the primary basis for decision making.</p> <p>National Grid has worked closely with Horizon so that the development timelines and application dates remain in tandem. The proposals have been prepared in an integrated way by working closely with Horizon to understand one another's programmes and development plans.</p> <p>National Grid works closely with Horizon within several disciplines including engineering and environmental. These discussions consider the interactions between the projects and the sharing of information such as survey data. National Grid does not collaborate with Horizon specifically on the design of the connection, but does take into account the environmental effects of the Horizon project, including the visual effect of Wylfa Newydd, in its assessments.</p> <p>National Grid's Environmental Statement considers the cumulative effects of both Projects and mitigation where appropriate.</p> <p>National Grid has also formally consulted with Horizon, as Horizon has done with National Grid. This way, each organisation had the opportunity to formally submit comments, in addition to ongoing discussions, so these can be taken into account.</p>
<p>Two respondents asked National Grid to upload the Consultation Report on the project website on the day the DCO application is submitted.</p>	<p>The response explained that with the submission of the Horizon DCO application to the Planning Inspectorate, National Grid is finalising its documents and anticipates making its application in September. It was explained that the Consultation Report will be submitted to PINS together with all of the other relevant documents.</p> <p>PINS typically upload documents at the point it accepts the application for examination (no more than 28 days after the application is made). However, National Grid has agreed for PINS to upload of its</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
	documents to the North Wales Connection Project section of its website immediately after it submits them. While National Grid cannot control when the documents are uploaded by the Planning Inspectorate, they will be available for review at an early opportunity.
Costs and revenue	
Respondents asked a range of questions about cost estimates for the North Wales Connection Project, including estimates for the preferred route, the cost of an overhead line per pylon and recent research into the cost of 400kV single core cables.	National Grid's response explained that Page 16 of National Grid's Strategic Options Report Update 2016 (Document 9.8.3) provides estimated costs for its preferred route option. Noting this information should be reviewed alongside cost estimates included in the Strategic Options Report (2015) (Document 9.8.2). Appendix D of this report also contains a detailed explanation of the methodology used in National Grid's economic appraisals of strategic options. The response also explained that updated costs will be included in National Grid's application which will be available to view on the Planning Inspectorate's website. The updated Strategic Options Report is provided in Document 7.2 of the application. National Grid typically costs its connections per kilometre of overhead line, rather than by individual pylon. The cost to construct an overhead line is generally estimated between £2.5 million and £3 million per kilometre, based on a 400kV lattice pylon double-circuit. However, this cost can vary greatly depending on topography, ecology, landscape features and the route and length of the connection. Costs also vary depending on the amount of energy that needs to be transported and the equipment required to facilitate this e.g. pylon type, conductors, insulators.
There was interest in National Grid methodology for financial analysis and revenue formula for the project. This included interest in who sets the methodology and key decision-making criteria.	National Grid's response explained that a detailed explanation of the methodology used is included in Appendix D of the 2015 Strategic Options Report (Document 9.8.2). The financial methodology described in the reports is defined by National Grid, in line with industry best practice and its experience of operating the network. An updated Strategic Options Report (Document 7.2) has been provided as part of the DCO application.
A respondent asked how RIIO can be calculated without individual project estimates.	An allowance for spending on new infrastructure is included in RIIO-T1. This is not calculated on an individual basis but is covered under a total allowance that allows National Grid to fulfil its statutory obligation to offer connection options to new generation.
Broader comments were received on the role of Ofgem and how revenue and expenditure for the project was considered in RIIO	National Grid response explained that its electricity transmission business operates under price controls set by Ofgem. It is currently in the RIIO T1 period which covers 2013 to 2021. The response noted that

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
(TW1).	more information is available at www.ofgem.co.uk .
A respondent asked for more information about the process of payments to landowners who have equipment on their land.	<p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p>
A respondent asked about the differences between Land Rights Strategy LRS2 and LRS1 for comparison.	<p>National Grid's Land Rights Strategy was updated in May 2017.</p> <p>The revised strategy reflected a change in company policy regarding payments to landowners. As some landowners across the North Wales Connection Project area were already familiar with the terms of the first strategy, landowners were given the opportunity to voluntarily sign up to either version.</p>
A respondent asked about the quoted costs for undergrounding the North Wales Connection Project, when the London Power Tunnels project was achieved for £1bn.	<p>National Grid's response explained that the most recent cost estimates were included in the Strategic Options Report Update (2016) (Document 9.8.3), which should be read alongside the 2015 Strategic Options Report (Document 9.8.2). This provides figures for the connection options National Grid looked at and it is confident that they are accurate estimates of cost based on the information available at the time of the statutory Stage Three Consultation.</p> <p>An updated Strategic Options Report (Document 7.2) has been provided as part of the DCO application.</p>
A respondent asked a number of detailed financial methodology questions related to socio-economic costs, lifetime costs,	<p>40 year asset life</p> <p>The reason National Grid use 40 years is related to the asset lifetime of the different technology options.</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
<p>recovering the capital costs of pylons and revenue to National Grid, referring to Appendix D of the Strategic Options Report.</p>	<p>For overhead lines, this includes conductors and insulators as well as the steel pylons themselves. Insulators and conductors have an asset life of circa 40 years. More information is provided in paragraphs C17 and C18 of the 2015 Strategic Options Report (Document 9.8.2).</p> <p>Each of the two main components that make up an underground cable system has a design life of between 40 and 50 years (paragraph C31).</p> <p>Gas Insulated Lines (GIL) is a new technology and there is limited data on historical performance. National Grid assesses GIL over a design life of up to 40 years (paragraphs C42 and C43)</p> <p>Residual asset values</p> <p>For the purposes of evaluation, asset replacement is generally expected at the end of design life.</p> <p>However, as the 2015 Strategic Options Report also explains, National Grid’s asset replacement decisions (that are made at the end of design life) would take account of actual asset condition and may lead to actual life being longer than the design life.</p> <p>Realising the residual asset values of different technologies would also need to take into account the cost of removal. Our expectation is that this would be significantly more for underground assets, than overhead assets.</p> <p>Socio-economic effects (such as property and tourism)</p> <p>Socio-economic effects are considered when identifying preferred options. The socio-economic appraisals undertaken at a strategic options stage are explained in Appendix F of the 2015 Strategic Options Report.</p> <p>Socio-economic assessments, along with other assessments, continue through the development of the Project. Through a process of evaluation and iterative design National Grid seek to keep socio-economic effects as low as it can. Details of the assessments undertaken are explained in the reports published at each stage, provided in Volume 9 of the DCO application.</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project, and the assessment of effects on tourism includes a receptor-based assessment and a tourism survey.</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
	<p>Capital cost or cost of ownership</p> <p>For each strategic option, using the scope of works relevant for each technology option, National Grid prepares indicative capital cost estimates. National Grid's capital cost estimates include costs for the transmission equipment and also for the installation of that equipment. All capital cost estimates within the 2015 Strategic Options Report are based on current financial year prices that are applicable at the Report's publication date.</p> <p>National Grid prepares lifetime cost estimates for any new transmission circuits required as part of a Strategic Option. These lifetime cost estimates include the capital cost estimates and also take account of the transmission losses and maintenance costs for transmission equipment over a 40 year lifetime as well as the associated indicative capital cost estimate.</p> <p>The capital cost estimates prepared at this initial analysis stage are sufficiently detailed to allow an indicative comparison of capital costs across options but do not represent a forecast of actual final project cost.</p> <p>Cost assessments were updated in the Strategic Options Report Update 2016 (Document 9.8.3).</p> <p>Methodology</p> <p>The financial methodology described in reports is defined by National Grid, in line with industry best practice and National Grid's experience of operating the network.</p> <p>National Grid is held accountable on the financial decision made by the regulator Ofgem. Ofgem will evaluate National Grid's investment plans for the Project to ensure they represent value for money for electricity consumers. Regulation of the network is explained on Ofgem's website.</p> <p>Decision making process</p> <p>The Strategic Options Report (Document 7.2) explains the evaluation of each of the technology options.</p> <p>Decisions are made by the project team using their professional experience and judgement. With regard to strategic options, factors that have been material in the decision making are explained throughout the report.</p> <p>Other reports published explain the decision-making process over the course of the Project. This includes the development of route corridor options, line route options, as well as the detailed designs included in the statutory Stage Three Consultation.</p> <p>Through the development of the proposals, National</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
	<p>Grid has published these reports so people can see how the information has been considered in the decisions made.</p> <p>The decisions made are subject to consultation and are back-checked in light of the feedback receive and ongoing assessments. There is information about the review of strategic options in the 2015 Strategic Options Report and the 2016 update, as well as the Strategic Options Report submitted as part of the DCO application (Document 7.2).</p> <p>The decisions made will be independently evaluated by the Planning Inspectorate through the planning process and a decision will be made by the Secretary of State for Business, Energy and Industrial Strategy.</p>
Alternative technologies	
<p>National Grid received suggestions for alternative methods of making the connection. These consisted of using the connection to develop a waste heat recovery system via Gas Insulated Lines sited alongside the A55 and A5025, and combining the Western Link and North Wales Connection projects by running a HVDC cable from Scotland to Anglesey and then subsea to Connah's Quay.</p>	<p>Gas Insulated Lines (GIL) are usually installed at ground level on supporting structures or buried underground and therefore can pose similar construction challenges as underground cables. For example they risk significant damage to the environment, wildlife habitats and archaeological features. The work required to identify and fix any faults that occur on a GIL connection can also be disruptive. This type of connection has also never been used for a connection of the length required for the North Wales Connect Project anywhere in the world and would present an unprecedented technical challenge.</p> <p>National Grid's response explained that the Strategic Options Report 2015, available on the Project website, outlines National Grid's research into the viability and cost of efficiency of GILs.</p> <p>Installing an underground connection alongside the A5025 would be challenging and likely cause significant disruption for road users and residential properties along the route over a prolonged period. National Grid typically sites underground cables away from roads and houses to avoid disruption to residents and the local road network.</p> <p>Underground cable systems are designed to lose very little heat during operation to reduce electrical losses and reduce the effect on the surrounding ground. If the connection for Wylfa Newydd were to be placed underground, heat would be generated along the linear alignment of the cables, so any equipment to capture this heat would have to be installed parallel and close to the cable alignment.</p> <p>Any heat captured would have to be pumped via an insulated pipe or tube to a location where it could be utilised via heat-exchangers to gather and gain benefit from the energy. The further the heat-exchangers are</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
	<p>from the source of heat, the less efficient the system becomes. This would like be significant over the length of the connection for Wylfa Newydd. The energy recovery system put in place would not be effective as any energy recovered would be negated by the power required to pump it over such distances. Furthermore, putting the insulated pipe or tubing underground would mean more open-trench construction which could be disruptive for the local area and as outlined above, could cause significant disruption if sited alongside the A55 or A5025.</p> <p>Given the small amount of waste heat likely to be extracted and the considerable cost of such a system, National Grid is confident that a buried cable with a waste heat recovery system is not a suitable technology option for the Wylfa Newydd connection.</p> <p>The energy being connected by the Western Link HVDC cable is from the transmission network in Scotland to the transmission network in England. The Western Link will transfer power across several hundred kilometres. A subsea marine HVDC cable was considered the most appropriate method of doing this because it provides the most efficient and economic solution to transmit power over long distances from network to network.</p> <p>The requirement for Wylfa Newydd is to connect a single nuclear generator to the transmission network. This is a different requirement from network to network and, National Grid considers that is most appropriately achieved through an AC onshore connection.</p>
<p>One respondent suggested that the new connection should be put on the new bridge and that cost saving could be used to put the rest of the connection underground.</p>	<p>National Grid has worked, and continues to work, closely with Welsh Government on their plans for a third crossing at the Menai Strait. Welsh Government officials are keen to understand if it's possible for a bridge to carry the new electrical connection needed for Wylfa Newydd. As part of this, Welsh Government has commissioned National Grid to undertake a feasibility study into potential options to use the bridge.</p> <p>There are a lot of things to consider before National Grid and Welsh Government will be able to understand if putting cables of the size required for the new electrical connection on a new bridge is possible. To our knowledge, there are no high voltage transmission cables on a bridge anywhere in the world. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out.</p> <p>In addition, any proposal for a third Menai crossing put forward by Welsh Government needs to be consented</p>

Main themes and feedback summaries	Summary of how National Grid had regard to the feedback received
	<p>and funded before it can go ahead.</p> <p>At the same time, it's vital that National Grid is able to deliver a connection for Horizon in the mid-2020s, when it is expected that Wylfa Newydd would start generating. This is why National Grid is continuing with the plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.</p>
<p>In relation to waste heat recovery, a respondent enquired about an article they had come across in <i>Gridline</i> magazine. They asked why buried cables have cooling pipes if they do not get warm.</p>	<p>National Grid's response explained that the thermal conductivity of the ground in which a cable is laid, and thus the ability of the ground to dissipate heat from the cable, is an important part of the design of a cable system. Cable cooling is used on heavily loaded circuits where the ground has poor thermal characteristics (e.g. in roads and industrial estates) and, in some instances, is not applicable in a rural environment.</p>
<p>One respondent asked if National Grid had considered replacing the 400kV towers with a single transmission line at 700-800kV AC towers. They noted that the technology exists in other parts of the world.</p>	<p>National Grid has considered various options for connecting Wylfa Newydd, as set out in the Strategic Options Report (Document 7.2). The development of new connections is influenced by a range of factors not only the amount of generation proposed, which help to ensure connections are safe and reliable.</p> <p>National Grid must comply with the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS), which is set by the industry and Ofgem. It must also comply with its licence obligations, which include a duty to be economic and efficient.</p> <p>The NETS SQSS contains the technical planning criteria applicable to the connection of power stations to the transmission system. It states that a maximum of 1,800 MW can be lost for a double-circuit fault.</p> <p>The proposed contracted new generation on Anglesey in isolation is approximately 3,100 MW, comprising Wylfa Newydd and Orthios, a proposed new biomass plant. In order to transmit this amount of electricity in a way that meets the conditions described in the SQSS, National Grid requires more than two circuits in total.</p>

14.5 Localised non-statutory consultation on amendments to the construction traffic routes – Summer 2017

- 14.5.1 Following a review of feedback received in response to the Stage Three Consultation, discussions with the highways officers at IACC and Gwynedd Council and further assessment work undertaken by the Project team, a number of minor amendments were made to the routes for construction traffic proposed in the Stage Three Consultation.
- 14.5.2 This section of this report outlines the amendments made and why, the format and extent of the localised non-statutory consultation on the changes, and the responses received and how National Grid had regard to the feedback provided.

The proposed construction traffic route amendments

14.5.3 Minor amendments to the temporary access routes in certain areas along the connection were proposed as a result of reviewing the routes for construction traffic in light of consultation feedback, additional assessment work and discussions with the highways officers. The amended routes reduced potential effects on local people and road users through, for example, making more use of access tracks off the public highway network.

14.5.4 The amendments proposed are outlined below and shown on the associated figures.

Llangefni and Llanerchymedd

14.5.5 In the Stage Three Consultation, National Grid suggested using the A55 and B5112 to Llanerchymedd to get equipment to site. In their feedback, the IACC's highways officers suggested an alternative – using the road between Llangefni and Llanerchymedd, through Llangefni along Bridge Street, before joining the B5110 at the roundabout near ASDA.

14.5.6 The council also asked National Grid to consider an alternative route if the Llangefni link road is not complete by the time construction starts. This led to the proposed addition of an alternative route through Bryn Cefni Industrial Park.

14.5.7 Construction of the overhead line would be likely to take two to three years and at the busiest time would only represent a very small increase in traffic in this area. National Grid's assessments indicated that the amendments to the routes for construction traffic would not have a noticeable effect on journey times or on pedestrians trying to get around Llangefni.

14.5.8 These amendments are shown on **Figure 14.1**.

B5110 towards Brynteg

14.5.9 In part due to the change of route between Llangefni and Llanerchymedd, where previously the B5110 towards Brynteg was proposed for use by cars and light goods vehicles (LGVs) only, this route was reclassified for use by heavy goods vehicles (HGVs) during construction. This would enable National Grid vehicles to access the construction sites with the least overall effects.

14.5.10 This amendment is also shown on **Figure 14.1**.

Braint

14.5.11 In the Stage Three Consultation, National Grid proposed using the link road between the A5 and the A4080 near Llanfairpwll for LGVs. National Grid received consultation feedback regarding the access proposals to the tunnel head house near Braint, which led to the proposal to use part of this road for HGVs to transport equipment to the construction site.

14.5.12 Because of this change, National Grid looked at temporarily closing part of the link road during construction of the tunnel to ensure the safety of road users and local people. Construction of the tunnel would take four to five years, during which access to properties along this road would be maintained at all times. A strict traffic management plan would also be put in place throughout the construction period, with diversions clearly marked for road users. As a result, National Grid would work to avoid causing any significant disruption for people living along the road.

14.5.13 These amendments are shown on **Figure 14.2**.

Star

14.5.14 In their feedback to the Stage Three Consultation, the IACC's highways officers informed National Grid that the public highway proposed for use by construction traffic near the village of Star extends further than indicated. As such, this additional section of highway

was proposed for use for HGV traffic. This amendment also addresses concerns raised by members of the public in their feedback to the Stage Three Consultation.

- 14.5.15 This amendment would not have a significant effect on road users. A traffic management plan would be agreed with the IACC before construction starts to ensure that any effects on residents are reduced, especially during busy periods.
- 14.5.16 This amendment is shown on **Figure 14.3**.

Figure 14.1: Proposed construction traffic route amendments - Llangefni and Llanerchymedd

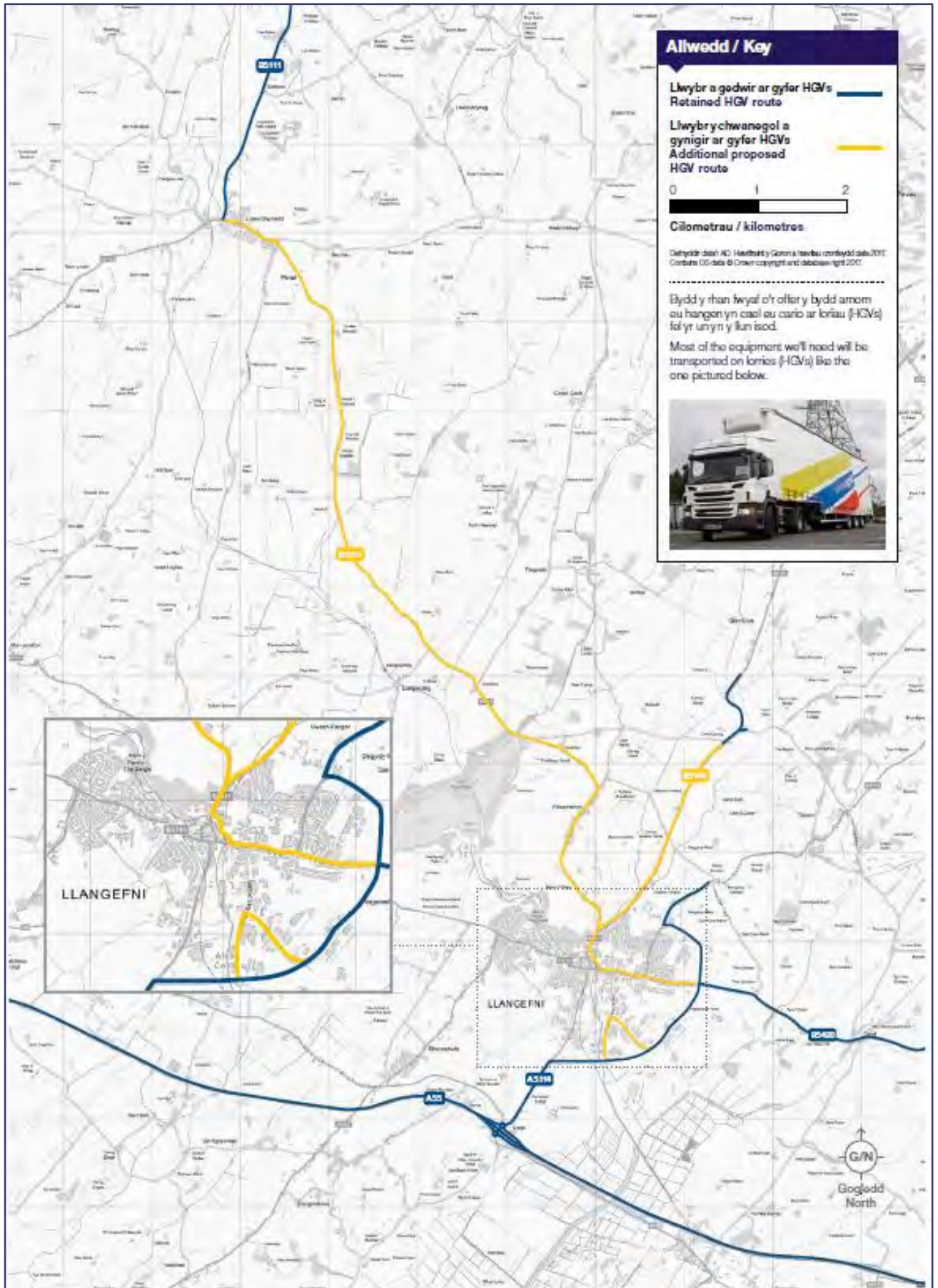


Figure 14.2: Proposed construction traffic route amendments - Braint

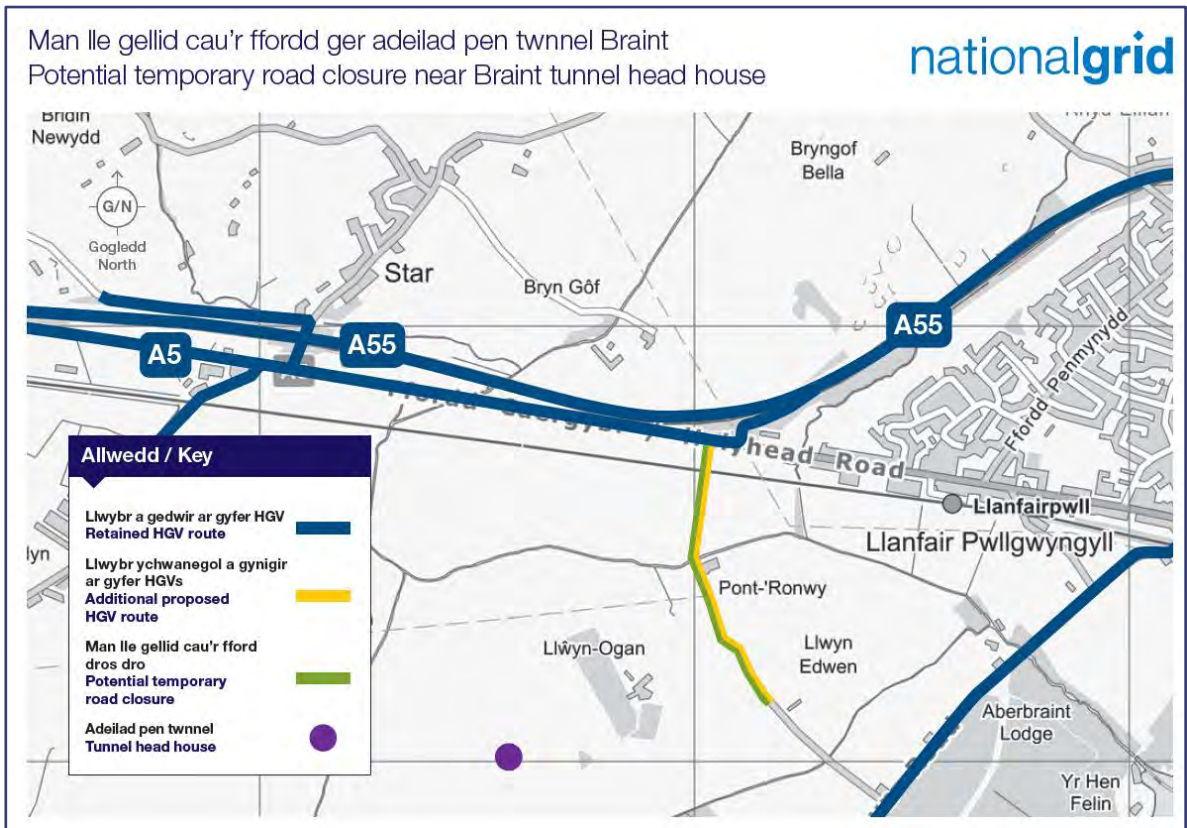
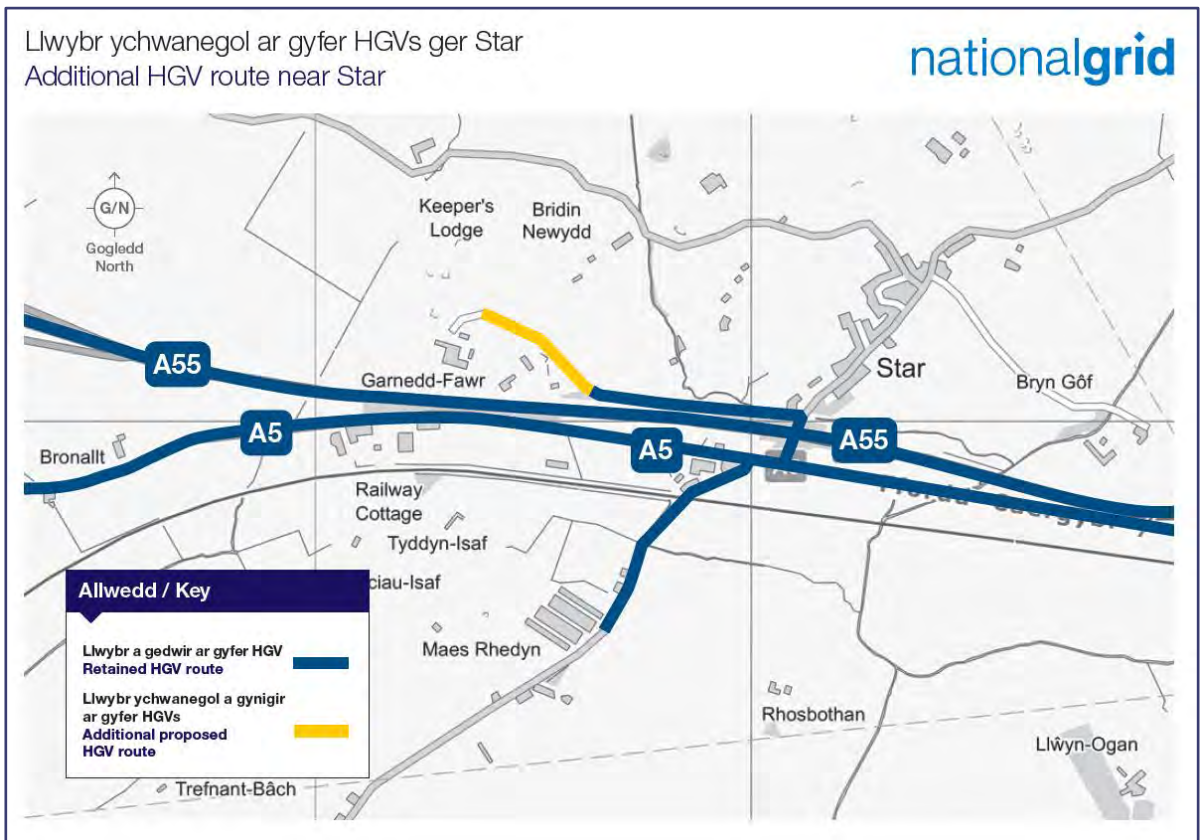
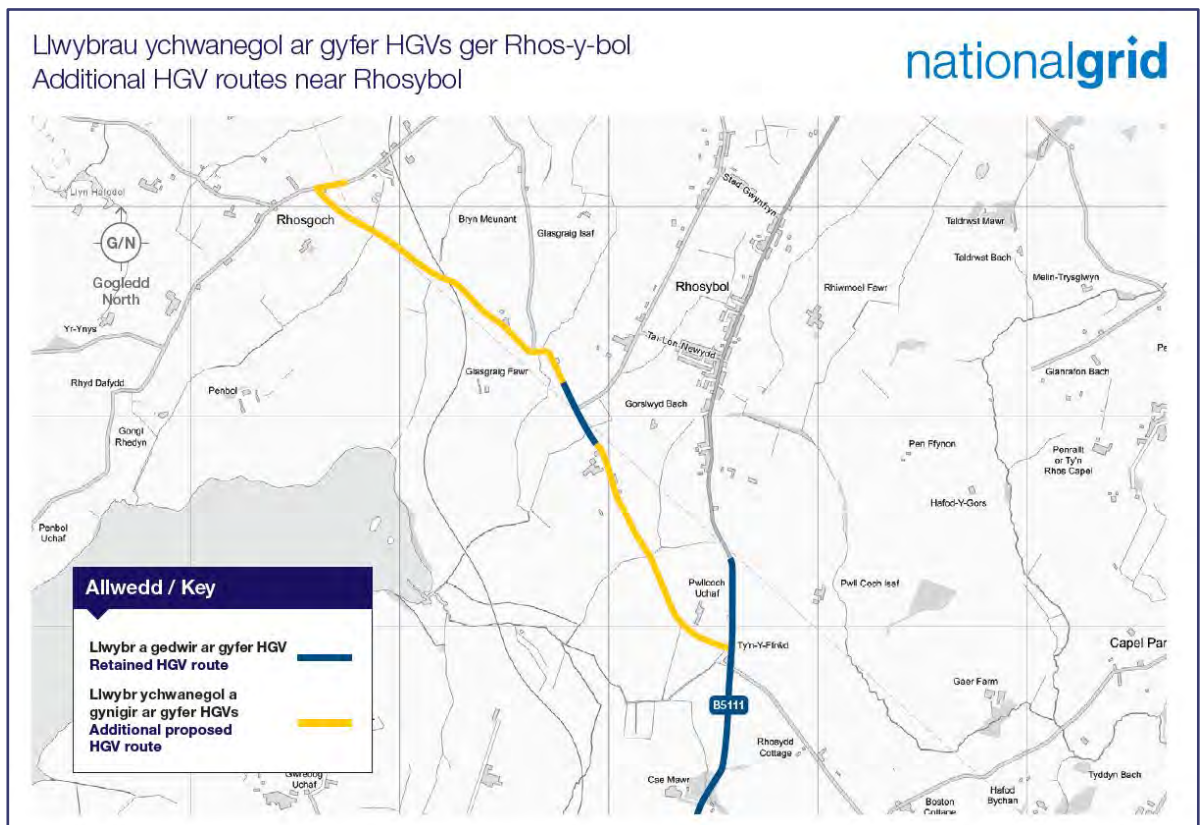


Figure 14.3: Proposed construction traffic route amendments - Star



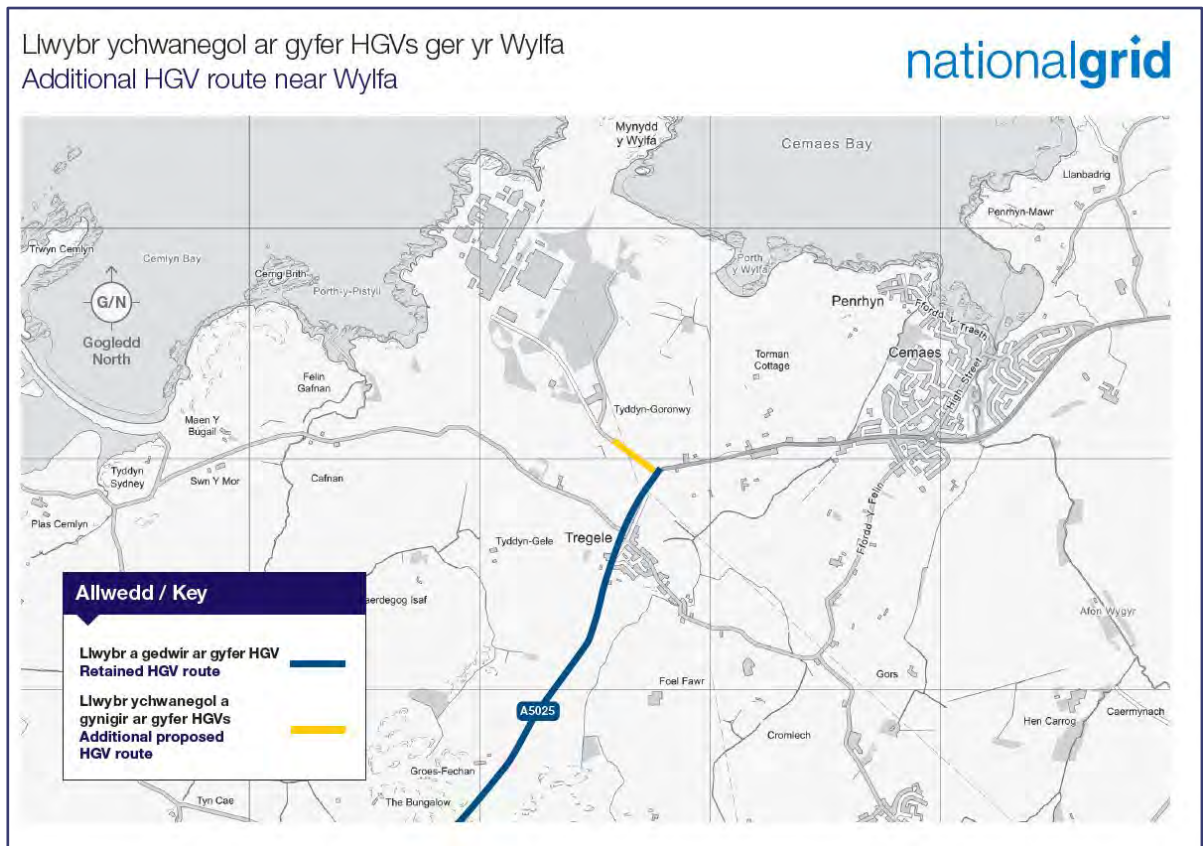
Rhosybol

- 14.5.17 In part due to other changes to National Grid's proposed construction traffic routes on Anglesey, amendments were proposed to use HGVs on routes near Rhosybol where National Grid previously thought access for cars and LGVs only would be needed. These amendments would enable National Grid's vehicles to access the construction sites with the least overall effects.
- 14.5.18 In addition, HGV access would be needed along a small section of road near Rhosgoch because of a low-height bridge on the road between Rhosgoch and Rhosybol. This is due to amendments to the access tracks across fields in this area.
- 14.5.19 These amendments are shown on **Figure 14.4**.
- 14.5.20 **Figure 14.4: Proposed construction traffic route amendments – Rhosybol**



Wylfa

- 14.5.21 Following the Stage Three Consultation, National Grid made some changes to the temporary access route near Wylfa. Due to these changes, an additional HGV route off the A5025 towards the old Wylfa Nuclear Power Station would be required. This additional HGV route would not have a significant effect on road users. National Grid would agree a traffic management plan with the IACC before construction starts.
- 14.5.22 This amendment is shown on **Figure 14.5**.

Figure 14.5: Proposed construction traffic route amendments - Wylfa**Format and extent of the localised non-statutory consultation on the changes**

- 14.5.23 The format and extent of the localised non-statutory consultation on the proposed amendments to the construction traffic routes reflected the nature of the changes and the potential effects. Each amendment was suggested to further reduce the effects of construction traffic documented in the Stage Three Consultation.
- 14.5.24 In accordance with the Department for Communities and Local Government (DCLG) March 2015 guidance (Planning Act 2008: Guidance on the pre-application process for major infrastructure projects), National Grid considered this to be a thorough, effective and proportionate approach in circumstances where these amendments to traffic routes were only of a small degree and only affected part of the Project, were proposed in light of consultation responses, and did not materially change the application or its effects consulted upon during the Stage Three Consultation.
- 14.5.25 Recognising the level of public interest in the Project and the DCLG guidance, National Grid undertook localised non-statutory consultation on these amendments, focussing on those properties adjacent to the roads affected and informing relevant statutory consultees and local communities of the proposed changes.
- 14.5.26 National Grid wrote to each property adjacent to the roads affected, informing them of the proposed alteration to the construction traffic route of relevance to them, and allowing 28 days for people to comment. This provided the opportunity for residents to raise any potential likely significant effects of the amendments.
- 14.5.27 Those town and community councils within whose area the amendments are located were sent a letter and map, detailing the proposed changes of relevance to them. In addition, seventeen statutory stakeholder organisations were identified as potentially having an interest in the proposed construction traffic route amendments and therefore were sent a letter detailing all the proposed amendments with associated figures. These organisations included the two relevant local authorities, the local emergency services and relevant utility

companies. Stakeholders were invited to submit feedback or get in touch with the Project team should they require further information.

- 14.5.28 The localised non-statutory consultation started on 21 June 2017, with feedback invited up to 21 July 2017. A copy of the letters and maps issued are available in **Appendix 37**.
- 14.5.29 In addition to the hard copy letters and maps issued as described above, an email to subscribers was sent on 21 June 2017. This included information on the proposed amendments to routes for construction traffic, together with details of ground investigation works being undertaken at the Menai Strait to help inform the approach to tunnelling, and a link to the Project's latest blog.
- 14.5.30 The Project website was updated on 21 June 2017 with information on the proposed amendments to the construction traffic routes and all maps were made available online.

Feedback received in response to the localised non-statutory consultation and how National Grid had regard to the comments made

- 14.5.31 National Grid received 12 pieces of feedback from members of the public in response to the localised non-statutory consultation on proposed amendments to construction traffic routes. Feedback was also received from the following statutory stakeholders:
- Isle of Anglesey County Council;
 - Llandaniel Community Council;
 - Llanerchymedd Community Council;
 - Network Rail;
 - North Wales Fire and Rescue Service;
 - Rhosybol Community Council; and
 - Welsh Ambulance Service NHS Trust.
- 14.5.32 **Table 14.2** summarises the comments made, together with an explanation of how National Grid had regard to the feedback received. Where a comment was made by a statutory stakeholder, it has been attributed.

Table 14.2: Summary of feedback received in response to the localised non-statutory consultation on construction traffic routes and how National Grid had regard to the feedback

Summary of feedback	Summary of how National Grid had regard to the feedback received
Objections to the Project	
Rhosybol Community Council objected to the traffic and transport consultation in the context that they are not in favour of the project as a whole, noting that National Grid is not listening to local objections.	National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and then the statutory consultation in 2016. Further localised consultation has occurred since then. At each stage, National Grid has put forward a range of options or proposals for people to comment on, and welcomed feedback on any aspect of the Project. The feedback received both during and between consultation stages has been influential in refining the options considered and influencing the

Summary of feedback	Summary of how National Grid had regard to the feedback received
	<p>nature of the Project. There are a number of instances where National Grid has made changes that specifically responded to feedback. For example:</p> <ul style="list-style-type: none"> • Many people said to keep the proposals away from coastal areas, because of the valued landscape and the importance of these areas for tourism. National Grid chose a route corridor in the centre of the island. • The Menai Strait was also raised by many people as important because of the AONB and iconic views. National Grid is proposing a tunnel around 4km long to go under the Menai Strait, which reduces the potential effects of the connection around this area. • People also said that, if the second line had to be overhead, it should be kept close to the existing line – various options to achieve this were explored and the proposed route keeps largely parallel to the existing overhead line. • National Grid has also sought to keep away from sites of interest, villages and individual properties, as much as possible, as requested by local people. <p>However, it has not been appropriate to take forward every comment received. Putting the whole connection in the sea or fully underground being the most common examples. This is because local feedback must also be considered alongside other obligations, including relevant planning policy and National Grid's statutory obligations.</p> <p>Through the published community documents and technical reports, including this Consultation Report and previous Feedback Reports (located in Appendices 2 and 11 to this report), National Grid has set out why it has not been appropriate to make changes in response to feedback provided where this is the case.</p>
<p>A number of respondents stated their continued objection to the use of pylons and the proposed Route Options on Anglesey, namely the effect of Section E (previously Route Option 5C) on the community of Star in combination with the existing pylons in the area.</p>	<p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>The effect of the Project upon the environment experienced by local residents is an important consideration. Views from Star have been considered during the design stages and pylon choice to further reduce the visual effects. This has included consideration of the existing overhead line and potential cumulative effects. The elevation of</p>

Summary of feedback	Summary of how National Grid had regard to the feedback received
	<p>the village of Star and the lower lying elevation of the Braint sealing end compound location allow pylons to be ‘backclothed’ by land rather than sky, reducing the effects on views towards Snowdonia.</p> <p>In accordance with National Grid’s guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible. National Grid recognises that the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate. Visual effects on properties are also considered in the visual assessment chapter of the ES (Document 5.8).</p> <p>National Grid has and continues to encourage any local resident who may have concerns during any stage of the Project to get in touch so National Grid can better understand their personal circumstances and address concerns where possible.</p>
<p>In the context of objecting to the Project as a whole, one respondent noted concerns regarding the effect of the Project on the value of their property and traffic, noise and vibration effects during construction. The respondent also challenged the level of detail provided and time given to respond.</p>	<p>Effect on property value</p> <p>The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.</p> <p>In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception</p>

Summary of feedback	Summary of how National Grid had regard to the feedback received
	<p>that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p> <p>Construction effects</p> <p>National Grid recognises that new infrastructure may cause concern, and has developed the Project sympathetically within the applicable policy and regulatory context, including the need to be economic, co-ordinated and efficient.</p> <p>The effect of the Project upon the environment experienced by local residents is an important consideration, during both construction and operation. In accordance with National Grid's guidance on the siting and routing of infrastructure, the proposed route has been chosen to avoid residential areas as far as possible. National Grid recognises that construction and the visual effect of pylons may be an issue for many local communities and therefore National Grid has maximised distance from properties where appropriate.</p> <p>Visual effects on properties are considered in the visual assessment chapter of the ES (Document 5.8), traffic and transport effects in Chapter 13 of the ES (Document 5.3), air quality in Chapter 14 (Document 5.14) and construction noise in Chapter 15 (Document 5.15).</p> <p>Control and management measures for construction of the Project are set out in the Construction Environmental Management Plan (CEMP) (Document 7.4) and the Outline Construction Traffic Management Plan (Document 7.5). The CEMP contains a section on Code of Conduct. It specifies that the contractor will be a member of the Considerate Constructors Scheme and will adhere to a Code of Conduct. The Code of Conduct will include sections on respecting the environment, respecting communities and respecting Welsh Language and Welsh Culture.</p>

Summary of feedback	Summary of how National Grid had regard to the feedback received
	<p>Level of information and time provided</p> <p>In addition to the letter, consultees were directed to the project website, which contained additional information about traffic and transport during construction. National Grid considers that the level of information provided was appropriate to the level of change made to the proposals consulted on in detail at Stage Three Consultation.</p> <p>Providing a suitable amount of time for people to provide comments was considered in advance of the consultation, taking account of the amount of new information provided. National Grid considers that four weeks was an appropriate length of time for people to provide feedback based on the small amount of new information that was being made available.</p>
<p>Comments on the amendments - Llangefni and Llanerchymedd, including B5110 towards Brynteg</p>	
<p>In the context of several fatalities and poor visibility on the B5110, one respondent recommends that HGV traffic should use the Bridge Street route in Llangefni, avoiding the town centre.</p>	<p>Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes. In considering suitable routes National Grid has taken account of the type of road and the vehicles using it, having regard to the importance of road safety including consideration of accident data.</p> <p>National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.</p>
<p>The North Wales Fire and Rescue Service had no comments to make.</p>	<p>N/A</p>
<p>In the context of objecting to the Project as a whole, one respondent questioned the need for HGV traffic to travel through Llangefni town centre or the Bryn Cefni Industrial Estate.</p>	<p>Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes.</p> <p>The changes to construction traffic routes were made in response to feedback from the local highways authority. The proposed route avoids the high street and main shopping areas of Llangefni and is already regularly used by HGVs.</p> <p>In relation to the use of the Bryn Cefni Industrial Estate as a traffic route, the local highways authority asked National Grid to consider an alternative route to the Llangefni link road, in the event that the link is not complete when construction of the connection begins.</p> <p>The proposed construction traffic routes, appropriate mitigation measures, proposed hours of operation and frequency of road use are documented within</p>

Summary of feedback	Summary of how National Grid had regard to the feedback received
	the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and Transport Assessment report (Document 5.13.2.1).
Comments on the amendments - Braint	
Related to the potential temporary road closure of the link road between the A5 and A4080 near Llangefni, the North Wales Fire and Rescue Service insist that there must be access available at all times to emergency services.	<p>Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks, including ensuring access for the emergency services.</p> <p>Emergency contacts and procedures will be agreed with the emergency services and a site visit will be conducted with the North Wales Fire and Rescue Service, Welsh Ambulance Service NHS Trust and North Wales Police prior to construction of the main construction compounds to enable the emergency services to understand the site layouts and to inform their procedures for dealing for an emergency if one should occur.</p> <p>National Grid will also provide contact details to the emergency services for the National Operations Centre as well as a local point of contact for the operational phase of the development.</p> <p>National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.</p>
The Welsh Ambulance Service NHS Trust does not anticipate significant impacts of the changes proposed at Braint.	Comment noted.
Comments on the amendments - Star	
The North Wales Fire and Rescue Service had no comments to make.	N/A
A number of respondents were pleased to see that the Project has decided to use the existing public highway for the proposed HGV route near Star.	In their response to the Stage Three Consultation, the IACC's highways officers informed National Grid that the public highway proposed for use by construction traffic near the village of Star extends further than indicated. As such, this additional section of highway was proposed for use for HGV traffic. This amendment addressed concerns raised by members of the public in their feedback to the Stage Three Consultation, as noted in the feedback summarised here.
The Welsh Ambulance Service NHS Trust does not anticipate significant impacts of the changes proposed at	Comment noted.

Summary of feedback	Summary of how National Grid had regard to the feedback received
Star.	
Comments on the amendments - Rhosybol	
<p>One of the additional HGV routes near Rhosybol route includes a low height bridge (North Wales Fire and Rescue Service).</p>	<p>National Grid welcomes the response provided by the North Wales Fire and Rescue Service, together with their attendance at subsequent meetings and further correspondence.</p> <p>Engagement with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. In order to bypass the low-height bridge and section of road just south of the bridge, National Grid has proposed using a temporary access track in this location. Further information can be found in the Outline Construction Traffic Management Plan (Document 7.5), a draft of which was commented on by the North Wales Fire and Rescue Service and discussed at a meeting also attended by North Wales Police and the local highway authority.</p>
Comments on the amendments - Wylfa	
<p>The Welsh Ambulance Service NHS Trust (WAST) does not anticipate that the additional HGV route near Wylfa will have a significant impact for WAST emergency response. However, it should be noted that there may potentially be a detour to get to properties at the far end of the site.</p>	<p>National Grid welcomes the responses provided by the Welsh Ambulance Service NHS Trust (WAST), their attendance at a transport meeting and further correspondence.</p> <p>National Grid has continued to engage with the local highway authorities and emergency services, with feedback provided helping to inform the proposed construction traffic routes and use of temporary access tracks, including ensuring access for the emergency services.</p> <p>Emergency contacts and procedures will be agreed with the emergency services and a site visit will be conducted with the North Wales Fire and Rescue Service, Welsh Ambulance Service NHS Trust and North Wales Police prior to construction of the main construction compounds to enable the emergency services to understand the site layouts and to inform their procedures for dealing for an emergency if one should occur.</p> <p>National Grid will also provide contact details to the emergency services for the National Operations Centre as well as a local point of contact for the operational phase of the development.</p> <p>National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.</p>
Comments on other construction traffic routes	

Summary of feedback	Summary of how National Grid had regard to the feedback received
<p>The North Wales Fire and Rescue Service note from the plans provided that National Grid are continuing to propose using the B5420, Penmynydd Road, from Ceint to Four Crosses. As identified in their response to the previous consultation, North Wales Fire and Rescue Service believe that this route is unsuitable for HGV and MGW (medium goods vehicles) movements.</p>	<p>National Grid welcomes the response provided by the North Wales Fire and Rescue Service, together with their attendance at subsequent meetings and further correspondence.</p> <p>Engagement with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks.</p> <p>The B5420, Penmynydd Road is only proposed to be used as a contingency route and there are other options that could be used in preference to the Penmynydd Road contingency route. This information has been added to the Outline Construction Traffic Management Plan (Document 7.5).</p> <p>Further information can be found in the Outline Construction Traffic Management Plan (Document 7.5), a draft of which was commented on by the North Wales Fire and Rescue Service and discussed at a meeting also attended by North Wales Police and the local highway authority.</p>
<p>In the context of motorbikes, agricultural traffic and the heavy volume of cars and vans affecting the ability of HGVs to negotiate the B5111, one respondent objects to the proposed route to Wylfa i.e. along the B5111 from Llangefni to Amlwch. They request that the A55 to Valley and the coast road from Valley to Wylfa is used as an alternative, asking National Grid to keep to A roads as much as possible.</p>	<p>Engagement with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks.</p> <p>The changes made to the route along the B5111 from Llangefni to Amlwch were made in response to feedback from the local highway authority. This proposed route avoids the high street and main shopping areas of Llangefni and is already regularly used by HGVs. Use of the A55 to Valley and then along the coast road from Valley to Wylfa, as suggested, is also one of the proposed routes for construction traffic.</p>
<p>The Welsh Ambulance Service NHS Trust (WAST) raised concerns that an increase in HGV traffic along the road from Llangefni to Llanerchymedd and Rhosybol (one of the most travelled by WAST) could impact on WAST movements in the area.</p>	<p>National Grid welcomes the responses provided by the Welsh Ambulance Service NHS Trust (WAST), their attendance at a transport meeting and further correspondence.</p> <p>Engagement with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks.</p> <p>The proposed construction traffic routes and appropriate mitigation measures are documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and Transport Assessment report (Document 5.13.2.1).</p>

Summary of feedback	Summary of how National Grid had regard to the feedback received
	National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.
Request for additional information	
<p>Having just moved to the property, one respondent asks for further information regarding the: proposed hours of operation and frequency of road use; compensation package; and, infrastructure development, maintenance and repair.</p>	<p>National Grid provided further information to the respondent in relation to the specific property in question. The proposed construction traffic routes, appropriate mitigation measures, proposed hours of operation and frequency of road use are documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and Transport Assessment report (Document 5.13.2.1).</p> <p>Compensation</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p>
<p>One respondent noted that they expect to receive information regarding any changes to the Project in relation to route 1A [the preferred route option in Section A of the</p>	<p>National Grid noted the comment made by this respondent.</p>

Summary of feedback	Summary of how National Grid had regard to the feedback received
<p>connection].</p> <p>Llanddaniel Community Council requested the following additional information, noting that they felt insufficient detail was provided:</p> <ul style="list-style-type: none"> • How heavy are the machines, and how will the proposals affect local properties? • For how long will the road be closed and when will this be? Peak periods, quiet periods during the day? • What arrangements will be made for emergencies? 	<p>National Grid provided further information to the respondent in relation to the questions raised.</p> <p>Details of the proposed construction traffic routes and vehicles, appropriate mitigation measures, proposed hours of operation and frequency of road use are documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and Transport Assessment report (Document 5.13.2.1).</p> <p>National Grid has continued to engage with the local highway authorities and emergency services, with feedback provided helping to inform the proposed construction traffic routes and use of temporary access tracks, including ensuring access for the emergency services.</p>
<p>Llanerchymedd Community Council noted that the B5111 is a very busy route for commuters, with several road traffic accidents occurring between Llanerchymedd and Llangefni over the year. As a result Llanerchymedd has undertaken the Safe Routes to School National Partnership in order to ensure the safety of children walking to the local Primary School. The Council raise concerns regarding HGVs travelling through the village compounding an already difficult to manoeuvre thoroughfare, thereby placing pedestrians and road users in danger.</p> <p>Llanerchymedd Community Council requested the following additional information:</p> <ul style="list-style-type: none"> • Can National Grid provide more detail regarding frequency and timings of the deliveries? • The B5111 is not in a good condition, who would be responsible for road maintenance? and • The information leaflet refers in the main to Llangefni residents, the Council urge National Grid to reconsider the effect on a small village 	<p>National Grid provided further information to the respondent in relation to the questions raised.</p> <p>National Grid takes the safety of road users and pedestrians very seriously. Engagement with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks to reduce the potential effect of construction traffic on the public highway network.</p> <p>When identifying transport routes National Grid has considered how potential effects could be reduced for local people and tourists. For example, to ease any potential congestion, timing restrictions on journeys made by HGVs and larger vehicles could be put in place to avoid busy times and school drop-off and pick-up times where potential effects have been identified.</p> <p>Details of the proposed construction traffic routes and vehicles, appropriate mitigation measures, proposed hours of operation and frequency of road use are documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and Transport Assessment report (Document 5.13.2.1).</p> <p>With regard to road maintenance, road condition surveys would be undertaken in conjunction with the local highway authorities before, during and after construction.</p> <p>National Grid will continue to work with the local</p>

Summary of feedback	Summary of how National Grid had regard to the feedback received
such as Llanerchymedd.	highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.

- 14.5.33 In 2018, National Grid received a request from a member of the public for more information about the potential closure of the road near the Braint tunnel head house. As a householder along the road in question, National Grid met with the resident and their neighbour to explain the proposals, associated mitigation and respond to any questions they had.
- 14.5.34 In June 2018, National Grid wrote to residents living along the road affected by the potential closure near the Braint tunnel head house, to remind them of the proposed works and to offer a meeting. As of 31st July 2018 no requests or responses were received.

14.6 Localised non-statutory consultation on amendments to the construction traffic routes near Ty Fodol Tunnel Head House– Summer 2018

- 14.6.1 Following further assessments by the Project team, minor amendments were made to the routes for construction traffic near the Ty Fodol Tunnel Head House proposed in the Stage Three Consultation.
- 14.6.2 This section outlines the amendments made and why, the format and extent of the localised non-statutory consultation on the changes, the responses received and how National Grid had regard to the feedback provided.

The proposed construction traffic route amendments

- 14.6.3 At the Stage Three Consultation, National Grid proposed using the road between the B4547 and Garth Farm as an HGV traffic route, as well as, an LGV route on Fodolydd Lane.
- 14.6.4 To support construction of the tunnel head house near Ty Fodol, National Grid suggested using additional parts of these roads for HGV traffic. This would be required for around six months to facilitate the construction of a temporary access road.
- 14.6.5 These amendments are shown on **Figure 14.6**. A copy of the letter issued is available in **Appendix 37**.

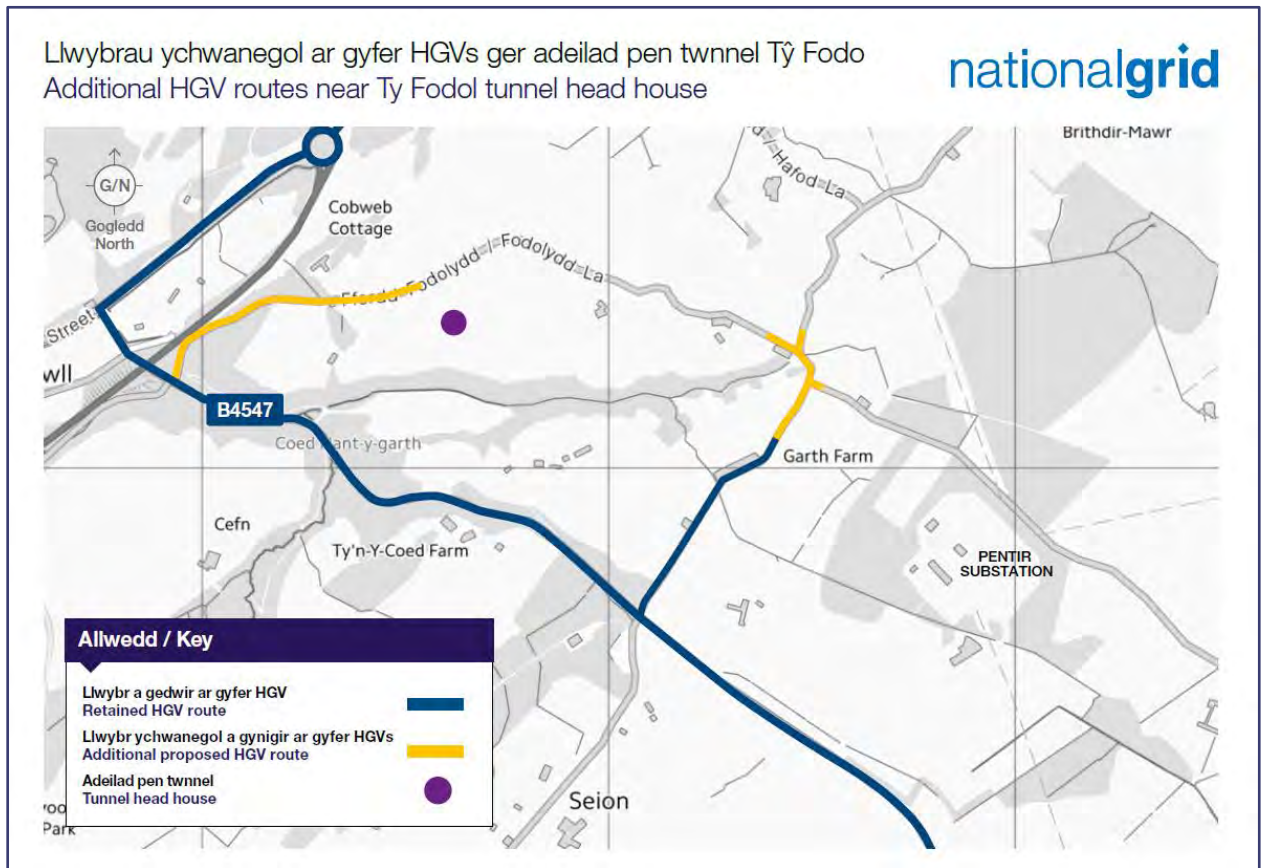


Figure 14.6: Proposed construction traffic route amendments – Ty Fodol

Format and extent of the localised non-statutory consultation

- 14.6.6 The format and extent of the localised non-statutory consultation on the proposed amendments to the construction traffic routes reflected the nature of the changes and the potential effects.
- 14.6.7 In accordance with the Department for Communities and Local Government (DCLG) March 2015 guidance (Planning Act 2008: Guidance on the pre-application process for major infrastructure projects), National Grid considered this to be a thorough, effective and proportionate approach in circumstances where these amendments to traffic routes were only of a small degree and only affected part of the Project, were proposed in light of consultation responses, and did not materially change the application or its effects consulted upon during the Stage Three Consultation.
- 14.6.8 Recognising the level of public interest in the Project and the DCLG guidance, National Grid undertook localised non-statutory consultation on the amendments, focussing on those properties adjacent to the roads affected and informing relevant statutory consultees and the local community council of the proposed changes.
- 14.6.9 National Grid wrote to each property adjacent to the roads affected, informing them of the proposed alteration to the construction traffic route of relevance to them, and allowing 28 days for people to comment. This provided the opportunity for residents to raise any potential likely significant effects of the amendments.
- 14.6.10 Pentir Community Council (within whose area the amendments are located) was sent a letter and map detailing the proposed changes, alongside Llanddeiniolen Community Council. In addition, nine statutory stakeholder organisations were identified as potentially having an interest in the proposed construction traffic route amendments and therefore were sent a letter detailing all the proposed amendments with associated figures. These

organisations included Gwynedd Council, the local emergency services and relevant utility companies. Stakeholders were invited to submit feedback or get in touch with the Project team should they require further information.

- 14.6.11 The localised non-statutory consultation started on 10 May 2018, with feedback invited up to 9 June 2018. A copy of the letters and maps issued are available in **Appendix 37**.

Feedback received in response to the localised non-statutory consultation and how National Grid had regard to the comments made

- 14.6.12 National Grid received four pieces of feedback from members of the public in response to the localised non-statutory consultation on proposed amendments to construction traffic routes. Feedback was also received from the following statutory stakeholders:
- North Wales Fire and Rescue Service;
 - Pentir Community Council; and
 - Welsh Government.

- 14.6.13 **Table 14.3** summarises the comments made, together with an explanation of how National Grid had regard to the feedback received. Where a comment was made by a statutory stakeholder, it has been attributed.

Table 14.3: Summary of feedback received in response to the localised non-statutory consultation on construction traffic routes and how National Grid had regard to the feedback

Summary of issue	Summary of how National Grid had regard to the feedback received
Comments on the amendments	
<p>Two respondents explained that they were concerned about the existing condition of the road, and the ability of the lane to accommodate HGV traffic.</p> <p>One respondent noted that a section of Fodolydd Lane is held up by a retaining wall and that it is currently in poor condition. It was their view that both the retaining wall and the surface of the road would need to be upgraded to withstand heavy goods vehicles.</p>	<p>Engagement with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks to reduce the potential effect of construction traffic on the public highway network.</p> <p>With regard to road maintenance, road condition surveys would be undertaken in conjunction with the local highway authorities before, during and after construction.</p>
<p>One respondent asked what National Grid meant by 'retained HGV route' referred to in the consultation material.</p> <p>The respondent also sought assurance that HGV vehicles would use the designated routes and not deviate to other routes.</p>	<p>'Retained HGV routes' referred to routes that had been retained as part of the proposed development, which was consulted upon in autumn 2016 as part of the statutory Stage Three Consultation. National Grid explained the difference between the retained and 'additional proposed' HGV routes.</p> <p>Engagement with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks to reduce the potential effect of construction traffic on the public highway network.</p> <p>Details of the proposed construction traffic routes and</p>

Summary of issue	Summary of how National Grid had regard to the feedback received
	<p>vehicles, appropriate mitigation measures, and frequency of road use are documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and Transport Assessment report (Document 5.13.2.1).</p> <p>National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan, which will ensure the use of allocated routes only.</p>
<p>Two responses were received from land agent on behalf of their clients. Both expressing concerns about the potential effects construction traffic using Fodolydd Lane would have on residents, including health and safety.</p> <p>One noted that previous work on the road had resulted in difficult driving conditions for residents, including increased water run-off.</p>	<p>National Grid explained the condition of the road would continue to be reviewed during use to ensure it remained safe and in good condition.</p> <p>National Grid takes the safety of road users and pedestrians very seriously. When identifying transport routes National Grid has considered how potential effects could be reduced for local people. For example, to ease any potential congestion, timing restrictions on journeys made by HGVs and larger vehicles could be put in place to avoid busy times and school drop-off and pick-up times where potential effects have been identified.</p> <p>Details of the proposed construction traffic routes and vehicles, appropriate mitigation measures, proposed hours of operation and frequency of road use are documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and Transport Assessment report (Document 5.13.2.1).</p> <p>With regard to road maintenance, appropriate drainage would be necessary, with road condition surveys undertaken in conjunction with the local highway authorities before, during and after construction.</p> <p>National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.</p>
<p>Pentir Community Council responded on behalf of the residents in the area.</p> <p>It considered the proposed routes unsuitable to carry the weight and volume of traffic proposed by National Grid.</p> <p>It also advised it had written to Gwynedd Council to express</p>	<p>Engagement with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks to reduce the potential effect of construction traffic on the public highway network.</p> <p>Details of the proposed construction traffic routes and vehicles, appropriate mitigation measures, proposed hours of operation and frequency of road use are</p>

Summary of issue	Summary of how National Grid had regard to the feedback received
objection and seek further expertise on technical and environmental issues.	<p>documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and Transport Assessment report (Document 5.13.2.1).</p> <p>National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.</p>
Welsh Government, as highway authority of the A487 trunk road, responded to advise National Grid it would not issue a direction in respect of the consultation.	National Grid notes Welsh Government's response.
<p>North Wales Fire and Rescue Service (NWFRS) advised that it did not have objections in principle to use of the B4547.</p> <p>It also sought more information on the length of time roads would be used and explained it would seek to participate in development of the construction traffic management plan.</p>	<p>National Grid welcomes the response provided by the North Wales Fire and Rescue Service, together with their attendance at subsequent meetings and further correspondence.</p> <p>Engagement with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks.</p> <p>Details of the proposed construction traffic routes and vehicles, appropriate mitigation measures, proposed hours of operation and frequency of road use are documented within the Outline Construction Traffic Management Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and Transport Assessment report (Document 5.13.2.1).</p>
The Welsh Ambulance Services NHS Trust (WAST) requested further information about the work to be completed along the route in order to consider potential increases in activity or delays along the B4547 route which may impact on either the Emergency Medical Service (EMS) or Non Emergency Patient Transport Service (NEPTS).	<p>National Grid's response explained that it has been in ongoing discussions with WAST, where further information on the Project had been provided. National Grid noted that WAST offered to provide information on its planned routes, with a view to engaging in further discussions and entering a statement of common ground.</p> <p>National Grid has reduced potential traffic effects on the local highway network through the use of a network of access tracks for construction traffic. The HGV routes have been extended to provide access for HGVs in order to construct these tracks.</p> <p>The works are not envisaged to adversely impact traffic flow and journey times on the B4547. Details of the proposed construction traffic routes and vehicles, appropriate mitigation measures, proposed hours of operation and frequency of road use are documented within the Outline Construction Traffic Management</p>

Summary of issue	Summary of how National Grid had regard to the feedback received
	<p>Plan (Document 7.5) and the use of these routes and their effects have been reported in the traffic and transport chapter of the ES (Document 5.13) and Transport Assessment report (Document 5.13.2.1).</p> <p>National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.</p>
Comments on the Project as a whole	
<p>A respondent considered it would be beneficial to continue the proposed tunnel under the Menai Strait up to Pentir substation, removing the need for pylons in North Gwynedd.</p>	<p>National Grid carefully considered the siting of the Ty Fodol tunnel head house within Gwynedd and the use of both overhead line and underground cables to complete the connection to Pentir substation. Whilst extending the tunnel to Pentir could reduce the likely environmental effects of the overhead line in Gwynedd it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, and it would generate additional quantities of spoil resulting in increased traffic movements. As a result, it would also further increase the cost of the scheme.</p> <p>National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed in the context of applicable statute, policy and guidelines.</p> <p>The options in this area were revisited as a result of the consultation comments received in feedback to the Stage Three Consultation, but no new information was presented that altered the above analysis. This is described in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p>

14.7 Consideration given to the need for further consultation

- 14.7.1 The statutory Stage Three Consultation for the North Wales Connection Project was undertaken between 5th October and 16th December 2016. Consultation feedback, ongoing discussions with landowners and detailed reviews by Project team led to a number of amendments to the Project subsequent to the Stage Three Consultation. These amendments were considered by National Grid to inform a judgement on whether additional consultation, statutory or non-statutory, would be required. This judgement was made taking account of government guidance set out in 'Planning Act 2008: Guidance on the pre-application process' (Published by the Department for Communities and Local Government, March 2015).
- 14.7.2 Proposed design amendments to the connection infrastructure, such as changes to pylon and access track locations, were considered by the Project team to establish whether any change or series of changes had the potential to result in significant environmental effects

not previously identified and consulted upon. The review found that the proposed amendments would not result in significant environmental effects not previously identified and consulted upon; therefore, additional public consultation was not considered necessary.

- 14.7.3 Given the proposed design amendments would affect the landowner and or tenant of the land, additional statutory consultation was undertaken with the relevant PILs to notify them of the changes and consult for a period of 28 days. This consultation is detailed in **Section 9.16** of this report.
- 14.7.4 Consideration was also given to proposed amendments to the routes for construction traffic. In some locations, this included routeing heavy goods vehicles on routes identified in the Stage Three Consultation for use by light goods vehicles only, or on new routes altogether, and the potential closure of the road by Braint tunnel head house during construction. The potential effects of these changes were reviewed, which established that none of the changes or series of changes had the potential to result in significant environmental effects. The review also concluded that potential minor effects were considered to be possible for those residents living immediately adjacent to the routes in question.
- 14.7.5 As such, focussed, non-statutory consultation was undertaken with residents living immediately adjacent to the routes, the relevant town and community councils, and other stakeholder organisations where appropriate, including the local planning authority. This approach (described in **Sections 14.5 and 14.6** above) was discussed with the relevant local planning authority in advance of the consultation being undertaken and no concerns were raised.
- 14.7.6 In addition to the above statutory consultation with PILs and focussed, non-statutory consultation on construction traffic routes, National Grid undertook ongoing engagement with the key technical stakeholders and PILs during the period since the close of the Stage Three Consultation (described in **Sections 14.2 and Section 9.16** of this report), together with public engagement outlined in **Section 14.3** of this report.

Summary

- 14.7.7 A review of the proposed design amendments following the statutory Stage Three Consultation established that the amendments would not change the project proposals substantially or to such a large degree that what is being taken forward is fundamentally different from what was consulted on. The degree of change proposed would not result in significant environmental effects not previously identified and consulted upon, including those relating to the local community. The amendments would not materially change the application or materially change its impacts, and therefore the level of public interest would be similar to that during the statutory Stage Three Consultation.
- 14.7.8 Taking in to account the limited nature of the amendments made to the Proposed Development, government guidance on the need to re-consult, and the ongoing consultation and engagement undertaken, National Grid reached the judgement that additional statutory consultation was not required following the Stage Three Consultation.

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Part D:
Summary

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15. SUMMARY

Conclusion and Summary of Changes Made

- 15.1.1 National Grid has adopted a multi-phased approach to its non-statutory and statutory stages of pre-application consultation for the North Wales Connection Project. This approach has sought consultation feedback throughout the development of the Project, on all aspects of the proposed development, enabling feedback to influence the design evolution. The statutory Stage Three Consultation was undertaken in accordance with the published Statement of Community Consultation and all relevant statutory requirements as summarised in **Chapter 4** of this report.
- 15.1.2 Consultation feedback received, during the non-statutory and statutory stages of consultation, together with ongoing engagement, was considered and analysed by National Grid and taken into account in the development and refinement of the Project. National Grid analysed and gave detailed consideration to the feedback received, and published feedback reports following each stage of the consultation process. The Stage One and Stage Two Consultation Feedback Reports (**Appendices 2 and 11**), together with this Consultation Report show how the feedback received has influenced National Grid's proposal, design, analysis and methods of delivery for this nationally significant infrastructure project.
- 15.1.3 Following the Stage One Consultation, National Grid took forward proposals to develop an overhead line with underground cables at the Menai Strait. This decision took account of feedback which highlighted the importance of the Menai Strait and Anglesey Area of Outstanding Natural Beauty.
- 15.1.4 The decision to select the Orange route corridor to take forward to the route options stage was influenced by the consultation feedback received and technical assessment work undertaken by National Grid, as detailed in the Wylfa to Pentir Preferred Route Corridor Selection Report (**Document 9.2**). Where stakeholders expressed a view, they generally preferred the Orange route corridor over the other route corridors for a new overhead line as it was the shortest most direct route and followed the existing line (i.e. there is 'something already there') and avoided introducing new infrastructure in the south-west of the island.
- 15.1.5 Feedback from the Stage Two Consultation informed selection of the preferred route, including identification of the preferred option for each route section and information that informed decisions made regarding the Menai Strait crossing. The factors considered and judgements made are detailed in the Preferred Route Option Selection Report (**Document 9.4**) and the Menai Strait Crossing Report (**Document 9.6**). Feedback from the Stage Two Consultation also informed the detailed routing and design work, which is detailed in the Draft Route Alignment Report: Wylfa to the Menai Crossing Area (**Document 9.5**).
- 15.1.6 As part of the statutory Stage Three Consultation, over 400 changes to the detailed design of the proposed connection were put forward through consultation feedback and as a result of ongoing environmental and engineering assessment work. The proposed amendments were considered by the Project team and over 200 changes were made to the Proposed Development. These changes included:
- Numerous localised amendments to the location pylons in order to reduce the effect of the connection on properties, businesses and surrounding receptors following public and landholder specific feedback.
 - Many amendments to the location and route of construction access tracks to reduce disruption to landowners and businesses following detailed and site specific feedback. Engagement with landowners enabled National Grid to get a thorough understanding of how to reduce disruption and potential effects.

- Amendments to the design of the tunnel head houses and cable sealing end compounds. The design of these buildings seeks to reduce effects on the surrounding area and be in keeping with the local vernacular, as requested through consultation feedback.
- The use of low height pylons has been adopted in specific areas to reduce potential visual effects and address consultation feedback.
- Amendments to the construction traffic routes to address concerns raised by the local highways authorities and emergency services.

- 15.1.7 Whilst a large number of changes were made to National Grid's proposals as a result of feedback received during the non-statutory and statutory consultations, it has been appropriate in the context of applicable statute, policy and guidelines for a number of aspects of the Proposed Development to remain unchanged. A reoccurring theme during each stage of consultation has been the preference from many consultees to route the connection underground or subsea. National Grid has set out the reasons why a wholly underground or subsea connection does not comprise the most appropriate overall solution in the Strategic Options Report (**Document 7.2**) and throughout this report.
- 15.1.8 National Grid has back-checked and reviewed earlier decisions made, re-evaluating Project decisions in light of new information, assessments and consultation feedback. Where changes have or have not been made, National Grid has sought to clearly articulate decisions made, and the reasoning behind such decisions, within published project material. The back-check undertaken is explained and summarised in the Back-Check of Wylfa-Pentir Design Decisions Report (**Document 7.18**), the back-check of decisions on strategic options is covered in the Strategic Options Report (**Document 7.2**).
- 15.1.9 Having considered the feedback received in response to statutory and non-statutory consultation, National Grid considers that appropriate information was provided at each stage of the consultation process to enable consultees to respond and that information provided was in accordance with the SoCC, and the requirements of the Planning Act 2008, the Infrastructure Planning (Environmental Impact Assessment) Regulations (2009) and relevant Government guidance and PINs advice notes.
- 15.1.10 National Grid has carefully reviewed and had regard to the responses made during the statutory Stage Three Consultation in accordance with section 49 of the Planning Act 2008.
- 15.1.11 Following the close of the statutory Stage Three Consultation, National Grid has: continued to liaise with relevant technical stakeholders such as the two local authorities, Welsh Government and Natural Resources Wales; refreshed Land Registry data to ensure that relevant landowners and tenants are consulted under section 42 of the Act; undertaken non-statutory focused consultation where appropriate; and, produced newsletters to keep the public up to date on the Project.

Next Steps

- 15.1.12 Following submission of the DCO application, National Grid will continue to engage with relevant stakeholder organisations as Statements of Common Ground (SoCG) are progressed, including with IACC, Gwynedd Council, Welsh Government, NRW and others, and continue to have regard as appropriate to all representations made by interested parties throughout the examination.