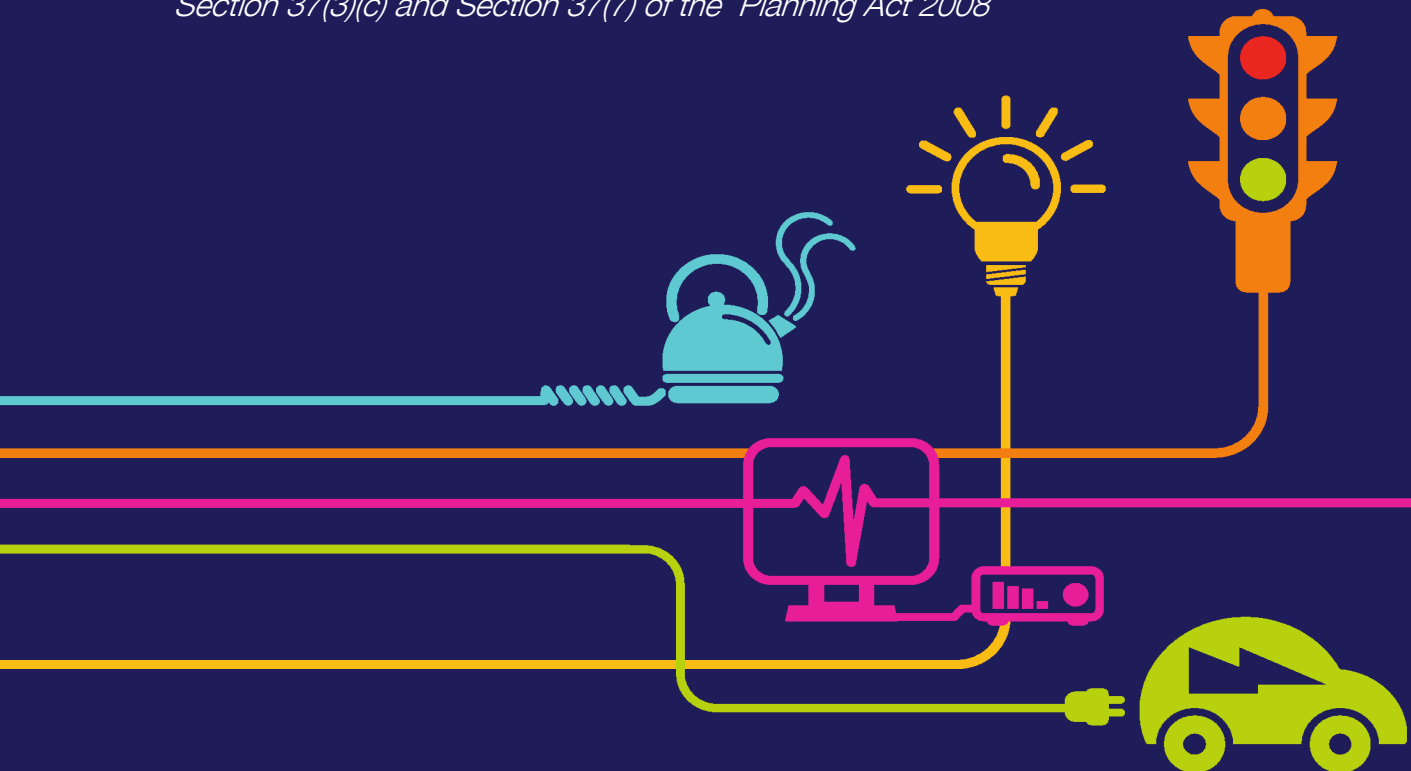


DOCUMENT 6.2 (Part 2 of 3)

Consultation Report Appendices Appendices 9 - 21

National Grid (North Wales Connection Project)

*Regulation 5(2)(q) 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

6.2 Consultation Report Appendices (Part 2 of 3)

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Final

September 2018

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Appendix number	Appendix title	
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		
15	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.	
16	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	

Appendix number	Appendix title
	<p>material, together with a USB memory stick containing all the consultation documents and a copy of the section 48 Notice.</p> <p>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</p> <p>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.</p> <p>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</p> <p>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.</p> <p>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</p> <p>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</p> <p>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.</p> <p>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.</p> <p>This notice was also attached to the section 46 Notice to the Planning Inspectorate.</p>
21	<p>Section 48 Notice: Duty to Publicise</p> <p>A copy of the section 48 notices which advertised National Grid's intention to apply for a Development Consent Order.</p> <p>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>

nationalgrid

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Appendix 9

Stage Two Consultation Strategy

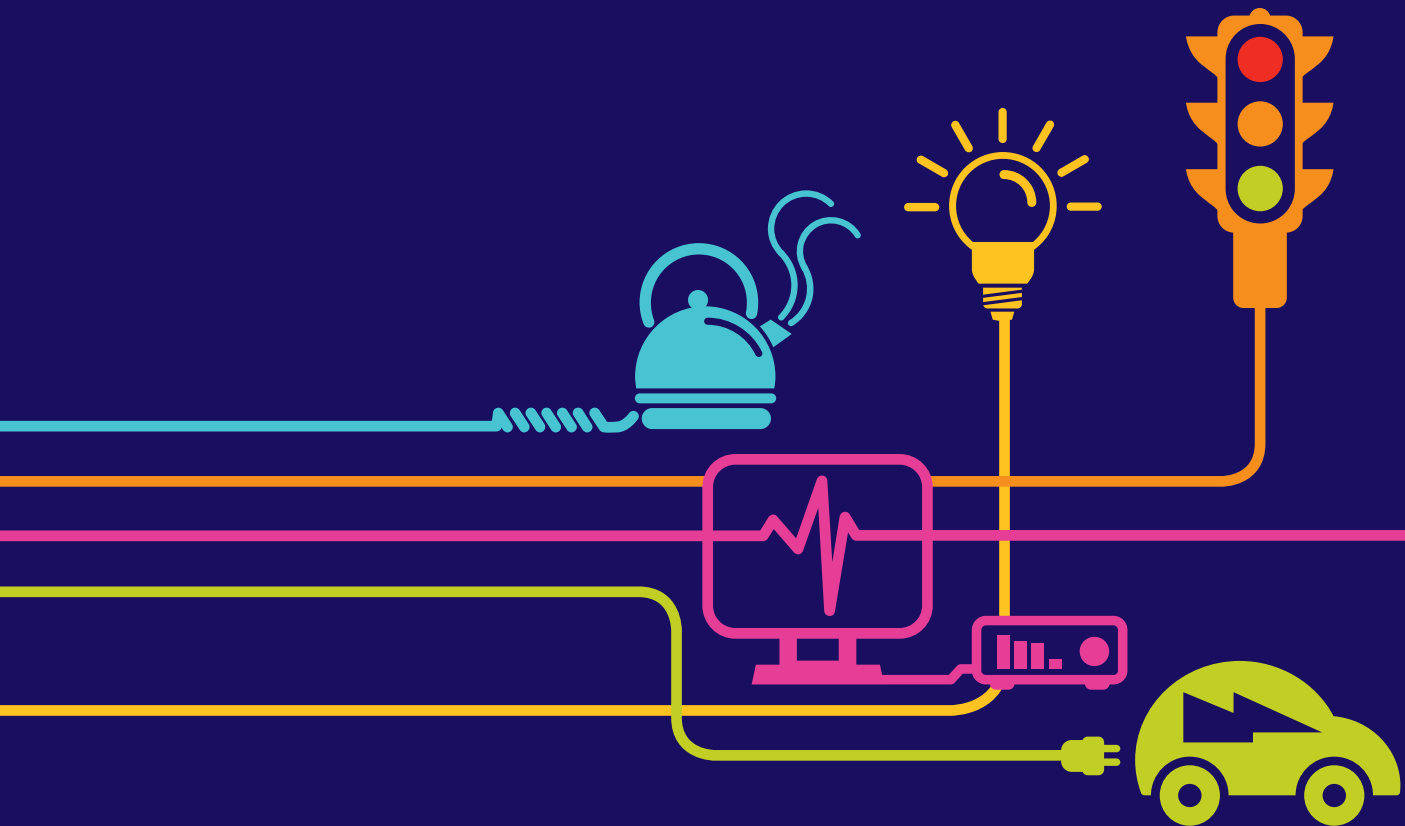
National Grid
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North Wales Connection Project

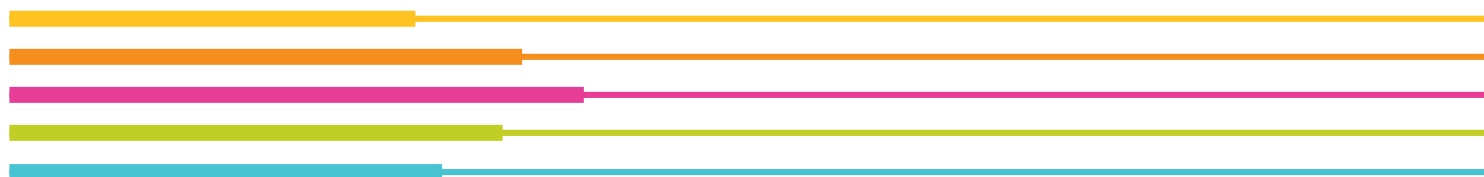
Connecting new low carbon energy in North Wales

Stage Two Consultation Strategy



Contents

1 Introduction	3
2 New low carbon energy in North Wales	4
3 Our work to date and project timings	5
4 Our proposals in North Wales	7
5 Consultation on Wylfa to Pentir proposals	8
6 Using your feedback and next steps	13
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1 Introduction

National Grid is proposing a new connection from Wylfa to Pentir to connect new low carbon energy in North Wales.

We are consulting on this connection from **21 October to 16 December 2015** so local communities and stakeholder groups can provide comments and influence how the connection is developed.

The consultation will include a range of materials and events in Anglesey and Gwynedd. This document provides information on the consultation and how you can take part.

We will ask for comments on:

- Overhead line route option(s) from Wylfa to Pentir
- Sealing end compound search areas on each side of the Menai Strait
- Our consultation process

We will ask if there are areas that could be affected by our proposals, that people think are important and want us to consider, and if they have suggestions for reducing the impacts.

We will also present information on alternative connection options (including HVDC and AC subsea connections) and explain why we do not think these are suitable for the project. People will be welcome to comment on these and any other aspect of the project that they think we should consider.

At the Menai Strait, we are consulting on search areas for sealing end compounds. Route options underneath the Menai Strait, and the type of technology we could use to install the cables underground, are not included within this consultation. Underground route options will be

influenced by the location of sealing end compounds and ongoing technical and environmental studies. National Grid will provide more information to the public on the location of sealing end compounds, underground route options and the technology for crossing the Menai in spring/summer 2016.

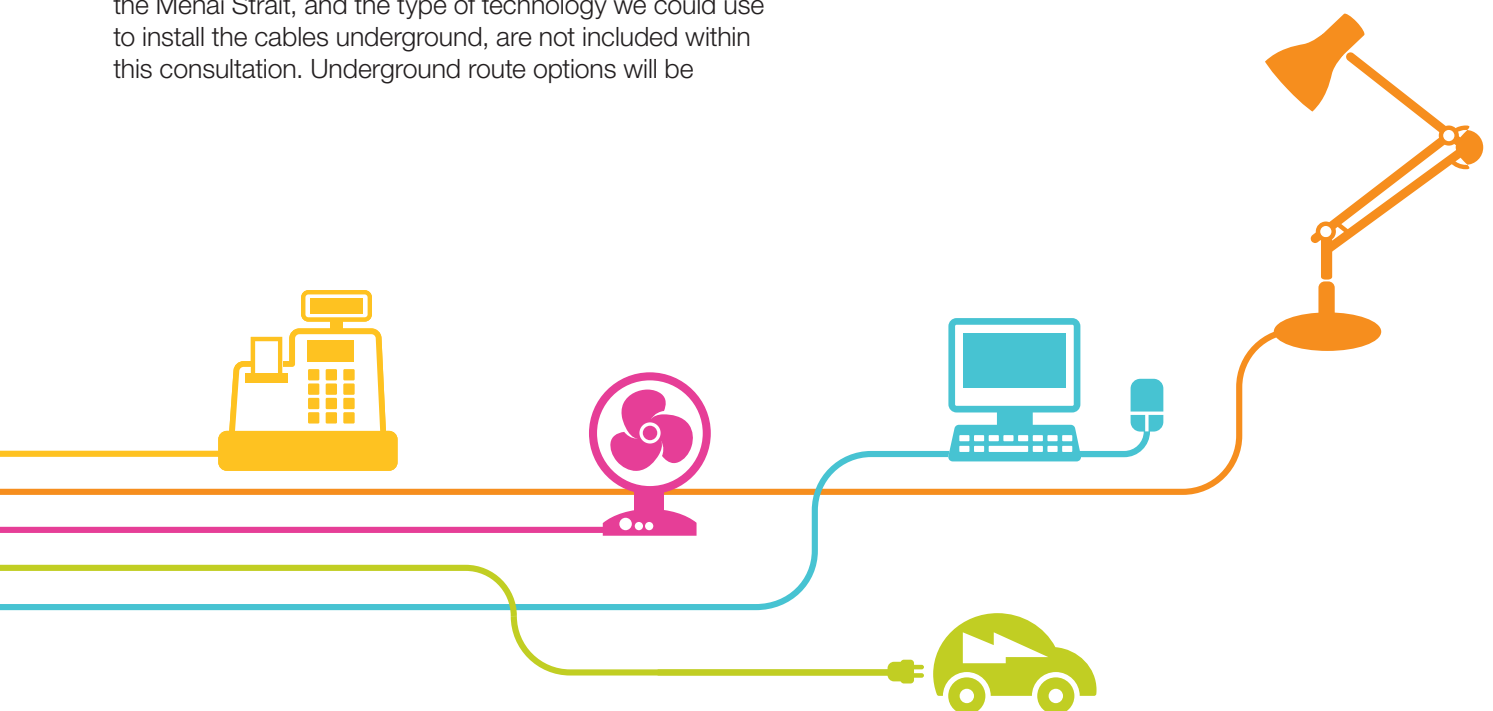
Statutory and non-statutory consultation

In planning terms, consultations are defined as non-statutory and statutory. As we are still at an early stage of developing our proposals, the consultation in autumn 2015 will be a non-statutory stage.

A statutory stage is undertaken in accordance with the relevant planning regulations, which in the case of our Wylfa to Pentir work will be the Planning Act 2008. This will typically take place when a final proposal is ready for comment.

Comments to the consultation are taken into account and influence the proposals in both non-statutory and statutory stages.

A glossary is included at the back of the document to provide clarity on the terms and explanations used throughout – see underlined text for reference.



2 New low carbon energy in North Wales

The North Wales Connection Project is all about connecting new low carbon energy in North Wales to the national electricity network.

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.

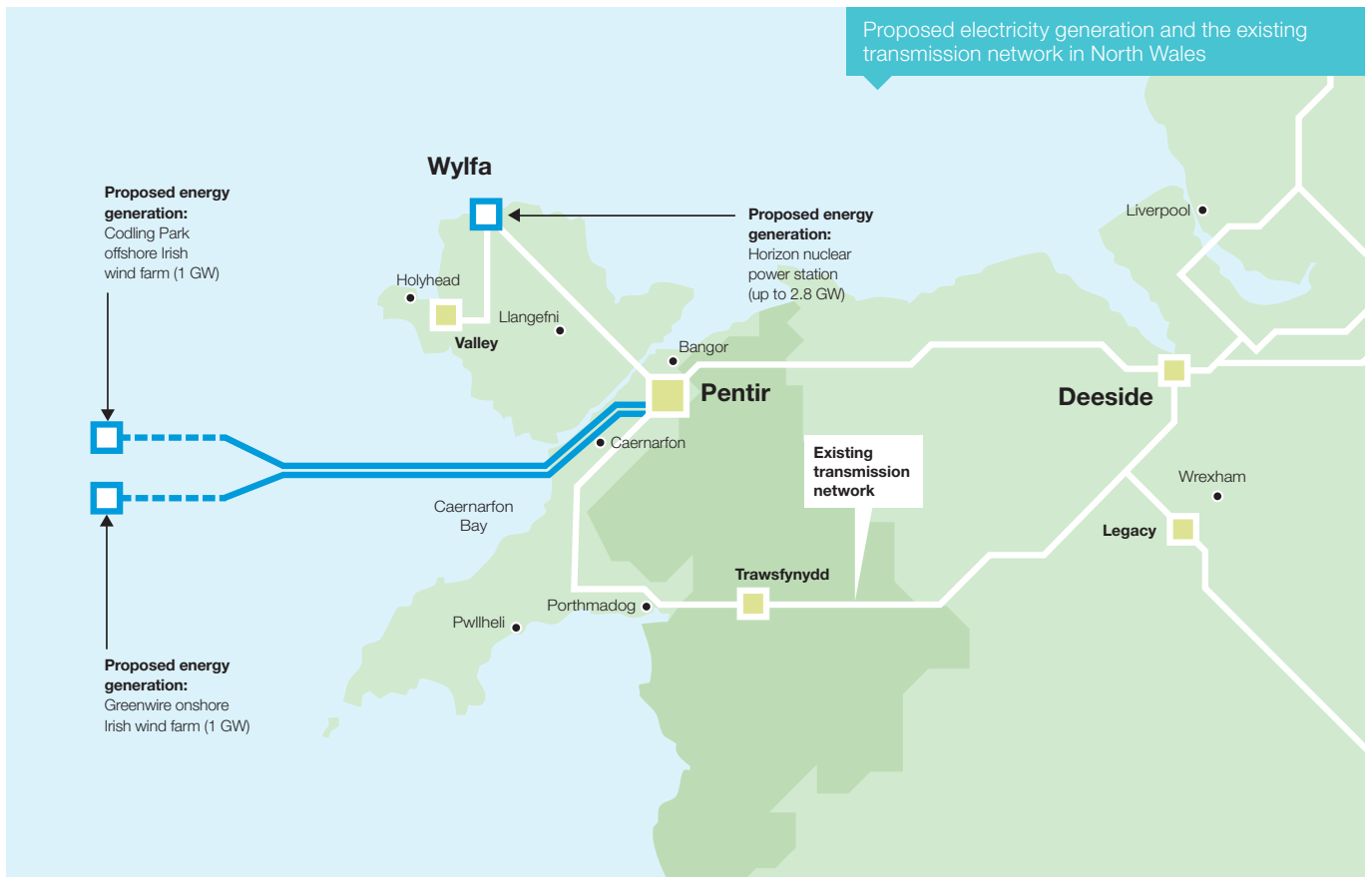
In North Wales, the Anglesey Energy Island Programme has been created to put Anglesey at the forefront of energy research and development, production and servicing. It aims to harness a rich mix of energy, including nuclear, offshore wind, tidal, biomass and solar. It is estimated this could contribute nearly £12 billion to the Anglesey and North Wales economy over the next 15 years and achieve social and environmental gains across the region.

Our role in achieving these aims

National Grid owns and manages the grid to which many different energy sources are connected. It is our role to connect new power sources to the national grid so homes and businesses can use the electricity. In North Wales, we need to connect a significant amount of new low carbon power:

- **Wylfa Newydd:** Horizon Nuclear Power’s new 2.8 GW nuclear power station
- **Greenwire:** an Irish 1 GW onshore wind farm
- **Codling Park:** a 1 GW offshore wind farm sited off the coast of Ireland

We cannot use the existing line to carry all of the electricity that is proposed to be generated. We are proposing a new connection from Wylfa to Pentir and upgrades to parts of the existing network in Gwynedd between Pentir and Trawsfynydd. This will facilitate the economic ambitions for North Wales and ensure communities everywhere can benefit from this new low carbon energy.



3 Our work to date and project timings

Our proposals in North Wales have been in development since 2010. National Grid has a legal duty to connect new generation when requested and to do this in a way that it is efficient, coordinated and economical. This approach ensures we consider all of the potential economic, environmental and social impacts of our projects.

Connection options

When we receive new requests to connect we look at the options available to establish which is most suitable. In North Wales, we have considered a number of options to make the connection:

- WP** **Overland:** an overhead/underground connection between Wylfa and Pentir
- S** **Subsea HVDC:** an HVDC subsea connection either between Wylfa and Deeside or Wylfa and Pembroke
- S** **Subsea AC:** an AC subsea connection around the east or west of Anglesey to Pentir
- H** **Subsea/overland:** a hybrid connection comprising overland to the west of Anglesey and subsea/overland to a new substation in Gwynedd (proposed in consultation feedback)

Our proposed option is WP. This consists of an overhead connection with the connection put underground at the Anglesey Area of Outstanding National Beauty (AONB) and Menai Strait.

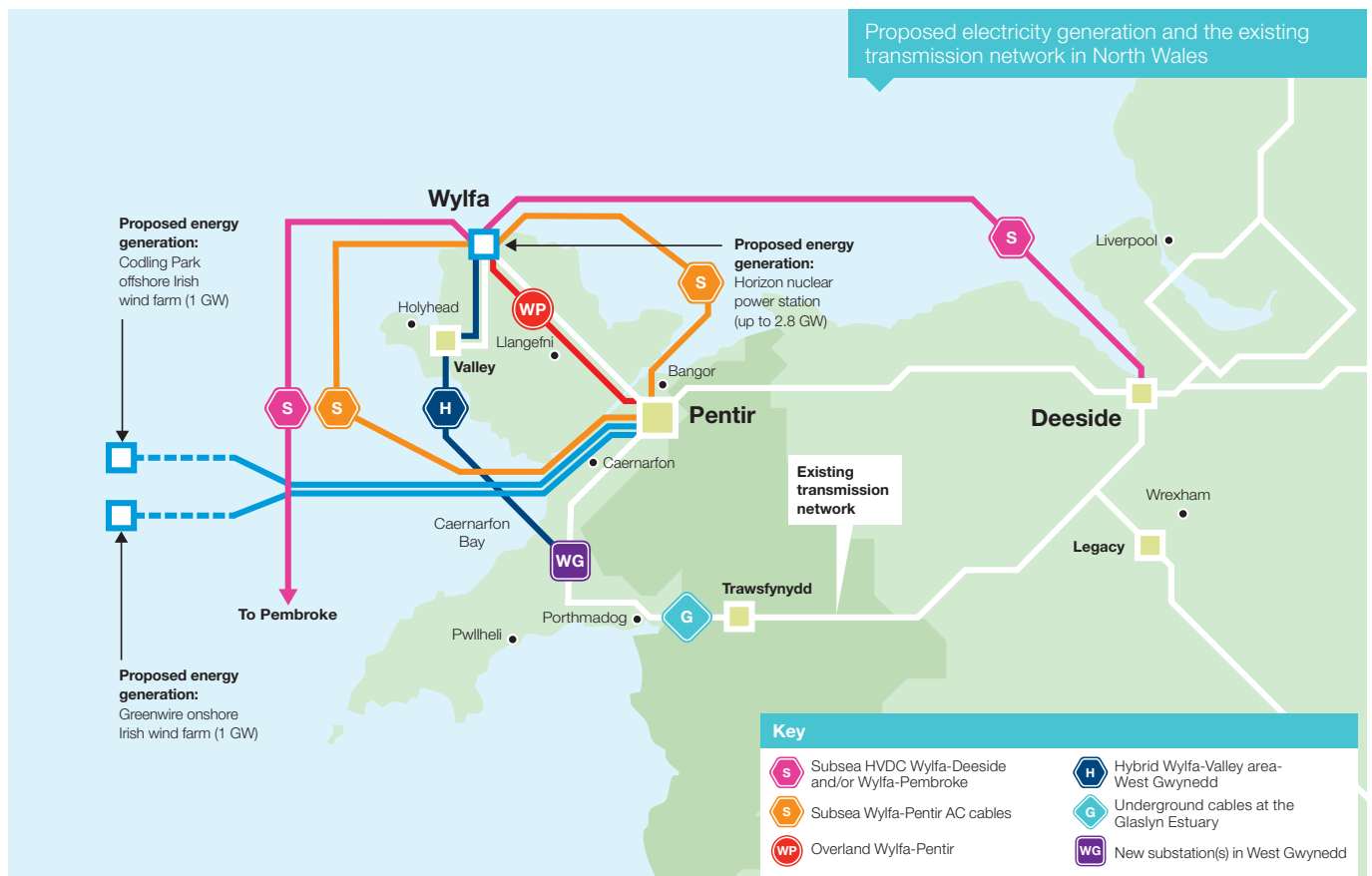
In identifying this option we have looked at the potential effect on considerations including landscape and views, local communities and businesses, tourism, ecology and cultural heritage. We have also looked at technical considerations and the cost. Cost is important as it is passed on to all of us through our energy bills.

We think our proposed option strikes the right balance between everything we must consider.

You can read more about these options and how we have considered them in our *Strategic Options Report, January 2015*, which is available on our website or from our community relations team (see back cover for contact details).

Ongoing review

We continue to keep all options under ongoing review in response to the generation requirements in North Wales and the feedback we receive. We reviewed our proposals and decisions in response to stage one consultation feedback and will undertake a further review following the stage two consultation.



Consultation

So that feedback from local communities and stakeholder groups can influence our work as it progresses, we consult with them to ask for comment on our proposals. Through the development of the project we will consult at a number of stages.

These are organised into statutory and non-statutory consultations (see Section 1, page three). **Comments to the consultations are taken into account and influence the proposals in both non-statutory and statutory stages.**

Consultation stages

Stage One: Autumn 2012	Non-statutory consultation on <u>strategic options</u> , preferred connection option and route corridor options. You can read about our stage one consultation, the themes and issues raised in consultation feedback and our response to them in our Stage One Feedback Report. This is available on our website or on request from our community relations team (contact details on back cover).
Stage Two: Autumn 2015	Non-statutory consultation on <u>route options</u> within the preferred route corridor and sealing end compound search area options for underground crossing at the Menai Strait/Anglesey Area of Outstanding Natural Beauty (AONB).
Stage Three: Anticipated Autumn 2016	Statutory pre-application consultation on proposed development including mitigation works, screening, construction works, access roads and highways modifications etc. We will also present a <u>Preliminary Environmental Information Report (PEIR)</u> , which will assess the environmental effects of the proposed development.

Between these consultation stages we will keep consultees up-to-date by providing information on our ongoing work. For example, in spring/summer 2016 we expect to be able to provide more information on our work to cross the Menai Strait. At each update, we will welcome comments on our work and any feedback we receive will always be considered.

Project time line

2010 – 2011	2012	2013 – 2014	2015	2016	2017 – 2018	2019 – mid 2020s
Strategic options Early engagement	Stage one consultation (non-statutory)	Review of: consultation feedback route corridor options strategic options	Orange route corridor selected as preferred option Stage two consultation (non-statutory)	Review of stage two consultation feedback Further information on the Menai crossing Selection of preferred route alignment Stage three consultation (statutory)	Application submitted and reviewed	Construction – connection available for Wylfa Newydd by the mid 2020s

4 Our proposals in North Wales

The North Wales Connection Project includes work in Anglesey and Gwynedd. As the project is still in development, it is subject to change, but we currently anticipate our work will include the following.

Wylfa to Pentir: work to connect Wylfa Newydd

We are proposing:

- Work inside the existing Wylfa substation
- Construction of a new overhead line between Wylfa and Pentir
- Construction of a section of underground cable within the Anglesey AONB and at the Menai Strait, and Plas Newydd and Vaynol Registered Park and Garden (should the route pass through them)
- Construction of two sealing end compounds (one on either side of the Menai Strait) to connect overhead and underground sections
- An extension to Pentir substation

The planning process:

- This work includes a new overhead line and will be classified as a Nationally Significant Infrastructure Project (NSIP). The Planning Act sets out the planning process for NSIPs. This includes consulting with local communities and stakeholder groups on our proposals so their feedback can influence how they are developed. Following consultation, an application for a development consent order (DCO) is made to the National Infrastructure Directorate of the Planning Inspectorate. The role of the Planning Inspectorate is to examine DCO applications and make a recommendation to the relevant Secretary of State (which in the case of this project is the Secretary of State for Energy & Climate Change).
- Some aspects of the project, such as the proposed sealing end compounds, may fall more appropriately into the Town and Country Planning Act (TCPA) consenting process. These may therefore not be included in the DCO. The detail of this is still yet to be defined.

Consultation:

- This Consultation Strategy is about our consultation in autumn 2015 for the new connection from Wylfa to Pentir. This will be a non-statutory consultation. You can read more about our consultation for this element of the works in section five.
- Ahead of the statutory stage of consultation, we will prepare a Statement of Community Consultation (SoCC). We will consult with Isle of Anglesey County Council and Gwynedd Council so they can comment on and influence our plans for the statutory consultation. This is a requirement of the Planning Act. The SoCC

will explain the consultation planned so communities can understand how to take part and have their say. When published it will be available on our website and at reference locations throughout the area of the project. This Consultation Strategy fulfils the same purpose at this non-statutory stage of consultation.

Additional work in Gwynedd: work needed to connect Wylfa Newydd and Greenwire and Codling Park wind farms

What is proposed:

- Greenwire and Codling Park will be responsible for developing the most appropriate way to connect their own respective wind farms to the Pentir substation. The methods for doing this and any plans for consultation will be developed in conjunction with Gwynedd Council.
- To facilitate the additional generation from the wind farms into Pentir substation and for onward transmission, National Grid is proposing works to the existing electricity network between Pentir and Trawsfynydd. This will include upgrading the existing overhead line, a new substation near Bryncir and additional underground cables at the Glaslyn Estuary. Such works are also required for the Wylfa Newydd connection. However, they do not form part of the Wylfa Newydd connection project at the current time.

The planning process:

- The works need to be complete by 2020 for the Greenwire and Codling Park wind farm connections and by 2025 for the Wylfa Newydd connection. As the connection dates for the wind farms are in advance of the connection date for Wylfa Newydd, the works are being driven by the wind farms at the current time and do not form part of the Wylfa Newydd connection project. We are still at an early stage in the planning of these works. When we have established the most suitable planning process for the additional work in Gwynedd, we will let people know. At the current time it is considered that such works will be consented under the Town & Country Planning Act (TCPA).

Consultation:

- We are not consulting on this additional work in Gwynedd in autumn 2015.
- Once the proposals, planning process and associated timescales for this element of the works are more defined we will engage with the communities in the areas potentially affected and their elected representatives. We will prepare a consultation strategy so communities potentially affected know how they can get involved and have their say.
- We anticipate being able to provide more information and consult on these proposals in 2016.

5 Consultation on Wylfa to Pentir proposals

The autumn 2015 consultation is about our latest proposals from Wylfa to Pentir.

Our vision for consultation

Our objective is to undertake a robust and genuine consultation that provides stakeholder groups and members of the public with the opportunity to influence how we develop our proposals.

We aim to engage with those potentially affected by our work so we can gather their insights and take them into account.

We seek to help people understand better what our proposals may mean for them, so they have the information they need to provide their comments.

Developing our plans for this consultation

In deciding how and where to consult, there are a number of things we have taken into account.

Stage one consultation: we have already undertaken one stage of consultation. We've considered what we learned from this and the comments we received on how we could improve our consultation.

Advice from local organisations: we have met with organisations who have given us useful information about the area and how best to engage with people. This has included the county councils in Anglesey and Gwynedd and town and community councils in both counties.

Surveys: we have undertaken surveys in Anglesey and Gwynedd to ask residents their preferred ways to receive information and meet with our team.

Demographics: we have looked at census information in the area including population density and demographics, access to the internet and other important considerations.

National Grid policies: we have considered our own policies and processes, which set out our commitments to engage with local communities to understand and manage the impacts of our work.

Legal requirements and government guidance: we have taken account of our obligations under the Electricity Act 1989 and Planning Act 2008, and related guidance. These include legal requirements for how we develop connections and consult with the people affected.

The role of consultation and what we will ask for comments on

The consultation will be the opportunity for local communities to get involved and influence how the connection is built. We will ask for comments on:

- Overhead line route option(s) from Wylfa to Pentir
- Sealing end compound siting areas on each side of the Menai Strait
- Our consultation process

We will ask if there are areas that could be affected by our proposals, that people think are important and want us to consider, and if they have suggestions for reducing the impacts.

We will also present information on alternative technology options (including HVDC and AC subsea connections) and explain why we do not think these are suitable for the project. People will be welcome to comment on these and any other aspect of the project that they think we should consider.

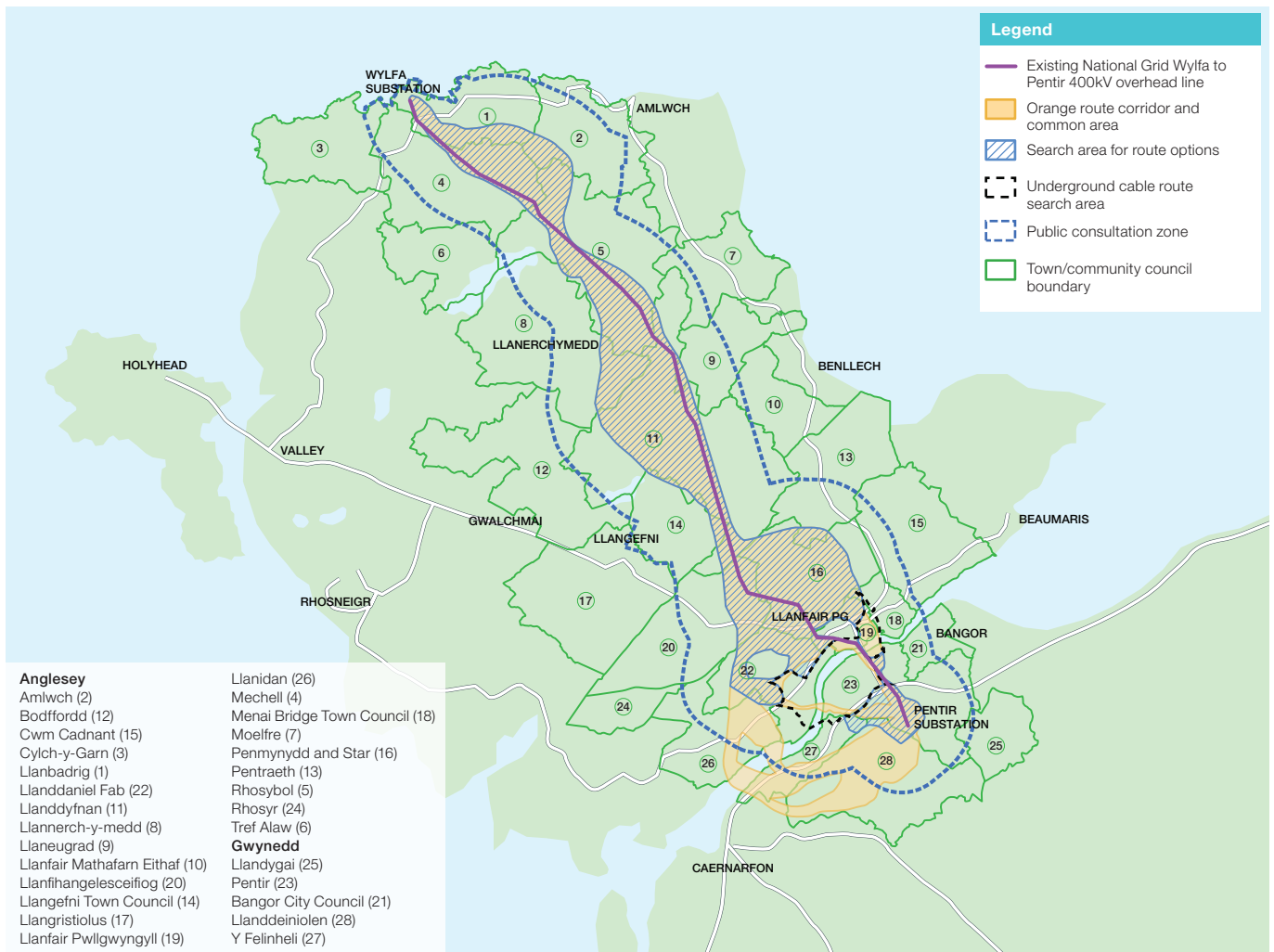
At the Menai Strait, we are consulting on siting areas for sealing end compounds. Route options underneath the Menai Strait, and the type of technology we could use to install the cables underground, are not included within this consultation.

Underground route options will be influenced by the location of sealing end compounds and ongoing technical studies. National Grid will provide more information to the public on the location of sealing end compounds, underground route options and the technology for crossing the Menai in spring/summer 2016.

We will use the feedback from members of the public to help inform the decisions we make on how and where to build the connection. In making these decisions, we will also consider:

- Feedback from stakeholder groups
- Environmental and socio-economic assessments
- Our duties to develop a safe, efficient and affordable connection

We will take into account all of these considerations and refine our proposals ready for further consultation.



Stage two indicative consultation zone and town/community council boundaries.

When we will consult

Our stage two consultation will take place for eight weeks from **21 October to 16 December 2015**.

In the lead up to the consultation, we will provide notice of our intention to launch the consultation. For example, this could be through letters to elected representatives and a news release to local media. We anticipate this will provide broad information on what will be included in the consultation in order to help consultees understand what is involved.

Where we will consult

We have defined an area in the vicinity of the proposals based on where we have consulted to date and on the potential impacts of our work (such as visual effects and/or effects from construction). This area comprises approximately 2km from either side of the orange route corridor – we call this our consultation zone.

The majority of our consultation activities will be focused on this zone, including newsletters to households and consultation events.

We will also undertake activities to promote broad awareness of the consultation outside the consultation zone. This will include local advertising and information points where people can get copies of our materials. We will organise events in selected population hubs outside of the consultation zone.

Who we will consult

Those living and working in the consultation zone

We will primarily seek to engage with the communities and stakeholder groups within the consultation zone. This will include residents, businesses and their elected representatives.

Hard to reach groups

We recognise that there are individuals and groups that may have difficulties taking part in the consultation process, such as young and elderly people; people with a physical disability or learning difficulty; or whose first language is not Welsh or English.

We have worked with Isle of Anglesey County Council and Gwynedd Council to identify organisations that represent these individuals. We will provide these groups with information to distribute to their members (such as posters/newsletters). We will also ask if they would welcome specific consultation for their members in addition to our already planned activities. Requests will be considered on a case-by-case basis and activities would be planned and agreed with the requesting organisation.

Visitors to the area

Visitors have been identified as important in feedback to our previous consultation. We will consult with tourism bodies in Anglesey and Gwynedd and arrange for materials to be available in Beaumaris Tourist Information Point, Bangor Tourist Information Centre and Caernarfon Tourist Information Centre (the nearest to the consultation zone), subject to agreement.

Isle of Anglesey County Council is currently working with private businesses to create a series of local tourist information points in Holyhead, Llangefni, Cemaes Bay and Amlwch. If these are operating during our consultation we will arrange for consultation materials to be available at these locations (such as newsletters), subject to agreement.

We will also approach relevant businesses (such as visitor attractions, hotels, guesthouses, caravan parks, pubs and cafés) and ask if they are willing to hold a range of consultation materials (such as newsletters and posters) for visitors to view.

Stakeholder groups

We will also consult:

- Groups or organisations who may have an interest in our project because of their role or location (such as local history/heritage, wildlife, recreation/leisure organisations)
- All those individuals and groups that have previously given feedback on the project or have otherwise registered their interest in the project (for example, via our website)
- Community councils on Anglesey outside of the consultation zone

How we will consult

To publicise the consultation and encourage participation, we will produce a range of materials and organise events so people can ask our team about the proposals. These documents will help people get a good understanding of our proposals and their related effects.

These materials will include a strong visual element such as diagrams, illustrations, photographs and maps. Our materials will provide information on the connection options we have considered, including subsea options, together with the reasons why they are not being taken forward. They will also explain the feedback we have received and how this has influenced the proposals to date.

The feedback form will provide the opportunity to provide comments on all aspects of our proposals, including the options we have previously considered.

All of the following consultation materials for communities will be in Welsh and English and use plain language.

- **Newsletter** – mailed to addresses in the consultation zone and to other identified consultees. This will include a summary of the proposals including a large map, illustrations and photographs, and information on how to provide feedback
- **Overview document** – a non-technical summary of the proposals providing more detail than our newsletter
- **Project website** – information on the proposals and consultation, including a map and online feedback form. It will also contain all project materials for download
- **Feedback form** – a questionnaire to capture views on our proposals and the consultation we are undertaking. An online version will be available to complete on our website. People will also be welcome to respond to the consultation by letter or email
- **Q&A document** – questions and answers regarding our proposals
- **Media/advertising** – news releases will be issued to regional media and advertisements will be placed in newspapers to publicise the consultation
- **Posters** – publicising consultation dates and event locations. Approximately two weeks ahead of the consultation these will be distributed to town and community councils inside the consultation zone (see appendix) as well as civic and visitor locations for display. We will also make requests for them to be displayed locally (such as in shops and cafes) in the consultation zone
- **Social media** – information on the consultation will be issued from National Grid's Twitter account (@nationalgriduk) such as launch dates, event details and consultation deadlines

These materials will be available on our website and in locations throughout the consultation area (see below). Digital copies will also be available on USB memory stick.

Technical documents

A number of technical documents and plans will be produced for the consultation (available in English only), as follows. While these will be technical in nature, they will be written to be as clear and straightforward as possible.

- **Need Case, January 2015:** explains why the North Wales Connection project and the work we have to carry out is needed.
- **Strategic Options Report, January 2015:** explains more about the connection options we've looked at. You can also find out more about why we haven't chosen a subsea option and how feedback has helped influence our work.
- **Wylfa-Pentir Preferred Route Corridor Selection Report, October 2015:** explains how we identified our preferred route corridor for the new connection.
- **Wylfa-Pentir Route Options Report, October 2015:** explains how we have identified the route options for the new connection.

The availability of the technical documents will be made clear in our consultation materials. Reference copies will be made available at exhibitions, in communities (details below), and on our project website. A digital copy of these documents will be available on USB memory stick.

Enquiries and information

We will operate a freephone enquiry line in Welsh and English (9am-5pm Mon-Fri) with an answer phone service in operation outside of these hours. Dedicated text message service, email addresses and a freepost address (see back cover for details) will also be available.

Public exhibitions

Events to give people the opportunity to talk to our team, ask questions and to provide written feedback. Large scale maps, photos and other materials will be available to view. Welsh and English speaking staff will be at all of our events. Horizon Nuclear Power will also be invited to attend. Events will take place at the following locations (subject to availability).

Location	Date	Time	Address
Anglesey			
Amlwch	Friday 20 November	1.30pm – 7.30pm	Amlwch War Memorial Hall, LL68 9ET
Capel Coch	Wednesday 4 November	1.30pm – 7.30pm	Tre-Ysgawen Hall, Capel Coch, LL77 7UR
Cemaes	Friday 6 November	1.30pm – 7.30pm	Cemaes Village Hall, High Street, Cemaes, LL67 0HL
Holyhead	Tuesday 17 November	1.30pm – 7.30pm	Holyhead Town Hall, LL65 1HN
Gaerwen	Monday 23 November	1.30pm – 7.30pm	Esceifiog Community Centre, Gaerwen, LL60 6DD
Llanfairpwll	Saturday 14 November	10am – 4pm	Llanfairpwll Primary School, Holyhead Road, LL61 5TX
Llanfechell	Wednesday 25 November	2.30pm – 7.30pm	Llanfechell Community School, LL68 0SA
Llangefni	Tuesday 3 November	1.30pm – 7.30pm	Canolfan Ebeneser, Bridge Street, Llangefni, LL77 7PN
Llannerch-y-medd	Saturday 28 November	10am – 4pm	Community School, Llannerch-y-medd, LL71 8DP
Talwrn	Friday 13 November	1.30pm – 7.30pm	Talwrn Village Hall, LL77 7ST
Menai Bridge	Wednesday 18 November	1.30pm – 7.30pm	Menai Bridge War Memorial Institute Community Centre, Water Street, LL59 5DD
Rhosybol	Saturday 7 November	10am – 4pm	Rhosybol Community Hall, LL68 9PP
Gwynedd			
Bangor	Tuesday 24 November	1.30pm – 7.30pm	Capel Berea Newydd, Bangor, LL57 2AJ
Caernarfon	Tuesday 10 November	1.30pm – 7.30pm	Celtic Royal Hotel, Caernarfon, LL55 1AY
Rhiwlas	Wednesday 11 November	1.30pm – 7.30pm	Rhiwlas Village Hall, LL57 4GA
Y Felinheli	Saturday 21 November	10am – 4pm	Y Felinheli Memorial Hall, LL56 4XD

Information points

Information points holding a range of our community materials in Welsh and English. These will include copies of the newsletter, overview document, feedback form, Q&As to take away and a reference copy of this Consultation Strategy. These will be located in the following communities (subject to availability and suitable location). Details of the locations will be included in our newsletter and on our website. See appendix for locations.

Anglesey

Amlwch	Llanfairpwll
Brynteg	Llanfechell
Beaumaris	Llangefni
Brynsiencyn	Menai Bridge
Cemaes	Penmynydd
Gaerwen	Rhosybol
Holyhead	Talwrn
Llandegfan	Wylfa

Gwynedd

Bangor
Caernarfon
Rhiwlas
Y Felinheli

We will also approach pubs, cafes, shops and other suitable community locations in the areas in which we are consulting to ask if they would maintain a small supply of project information (such as newsletters and posters) for the duration of the consultation.

Reference locations

Reference copies of our consultation materials and technical documents will also be made available in the following locations during the consultation. See appendix for locations and opening times.

Anglesey

Amlwch	Holyhead
Beaumaris	Llangefni
Benllech	Menai Bridge
Cemaes	Wylfa

Gwynedd

Bangor
Caernarfon

How people can give us their feedback

Feedback can be provided to us in a number of ways:

- Post a feedback form (available at exhibitions, from information points and on request)
- Complete a form online at www.cysylltiadgogleddcymru.com or www.northwalesconnection.com
- Email us at nationalgrid@cysylltiadgogleddcymru.com or nationalgrid@northwalesconnection.com
- Write to us at FREEPOST NATIONAL GRID
NW CONNECTION

Other consultations in the area

A number of other organisations are developing proposals in the area including Horizon Nuclear Power, Greenwire and Sea Generation.

We will liaise with these organisations, Isle of Anglesey County Council (through the Energy Island Programme Communications Group) and Gwynedd Council to understand if they have plans for consultation.

Should the timing of our consultation coincide with any plans of these organisations, we will make sure the scope of our separate consultations and how they can respond is clear to local people. We will also endeavour to arrange public exhibitions on different days so people can attend both.

Requests for documents

Requests for consultation materials to meet specific requirements (such as Braille or foreign languages, or for those with literacy difficulties) will be considered on a case-by-case basis so we can establish how best to provide information.

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 will be available free of charge from National Grid in digital format. 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.

6 Using your feedback and next steps

We will aim to send an acknowledgement that information has been received to all comments received by email, feedback form and letter (where people have provided their details).

Each response will then be recorded and analysed so we can understand what's important to people and what impacts they think our proposals will have.

We will draw together all of the feedback and respond to the themes and issues raised in a feedback report. In this way, everyone will be able to see all of the themes and issues raised and how we plan to take them into account.

Next steps

Comments to the consultation together with the findings of our own assessments will influence the next stage of our proposals. For our work from Wylfa to Pentir, we anticipate the next step will be a proposed preferred design for the connection.

This work could take several months. We will keep people up to date during this time on the progress of our work (such as through community bulletins).

When they are ready, we will present these proposals to people and explain how we have taken account of the comments we have received. Where we have not altered our proposals to reflect comments, we will explain our reasoning.

7 Glossary

Consultation	
Stakeholder groups	<p>Specialist bodies and organisations who may be effected by our proposals and/or whose expert knowledge and comment on our work is important for us to understand. This includes, for example:</p> <ul style="list-style-type: none"> ■ Specialist bodies responsible for heritage, ecological or socio-economic considerations ■ Relevant local authorities, including emergency services, police and health authorities ■ Elected representatives including community councils, AMs and MPs ■ Relevant government departments ■ Statutory undertakers such as utilities providers and transport service providers ■ Relevant public authorities such as National Parks ■ Local interest groups
Local communities	Communities, including residents and businesses, located in the consultation zone.
Consultation zone	The area in the vicinity of the proposals based on where we have consulted to date and on the potential impacts of our work (such as visual effects and/or effects from construction). This area comprises approximately 2km from either side of the orange route corridor.
Legislation	
Nationally Significant Infrastructure Project (NSIP)	Usually a large scale development such as a new power station or electricity connection which requires a type of consent known as a 'development consent order' under procedures governed by the Planning Act 2008.
Development Consent Order (DCO)	A consent by a minister for a Nationally Significant Infrastructure Project takes the form of a 'development consent order'.
The Electricity Act 1989	This Act provided for the privatisation of electricity supply in Great Britain. The Act established a licensing regime and a regulator for the industry. The current regulator is the Office of Gas and Electricity Markets (Ofgem).
The Planning Act 2008	The Act setting out the development and consenting process for major new infrastructure projects such as airports, roads, harbours, energy facilities and transmission connections. Under the provision of the Act, applications for development consent are submitted and reviewed by the Planning Inspectorate. The Inspectorate provides a report to the relevant Secretary of State who makes the decision on whether to grant consent.
The Town & Country Planning Act 1990 (TCPA)	The Town and Country Planning Act 1990 is an act regulating the development of land in England and Wales. The TCPA defines what constitutes 'development' and whether this requires permission in order to be undertaken. It also defines the process developers must follow to seek planning permission, where required, and the relevant Local Planning Authority.

Connections and equipment	
Route corridor	<p>A ribbon of land within which a new electricity connection could be located. A route corridor can vary in width along its length.</p> <p>The orange route corridor was one option proposed by National Grid in our first stage consultation. Following consultation and further assessment it was selected as the preferred route corridor.</p>
Route option	<p>A swathe of land approximately 100m wide within which we would identify a detailed overland route. This would include pylon locations, underground cable routes and the location of other equipment required.</p>
Substation	<p>The point where electricity generated at power stations is fed into the national electricity network and/or where electricity is transformed to a lower or high voltage.</p>
Overland connection	<p>A connection across land made up of either overhead lines, underground cables or a combination of these.</p>
Overhead line	<p>One or more electricity circuits suspended above ground on steel pylons. A circuit is a single electrical connection between two or more points. Most connections in the UK are made-up of two or more circuits.</p>
Underground cable	<p>One or more electricity circuits buried below ground.</p>
Subsea	<p>One or more electricity circuits beneath the sea.</p>
Alternating current (AC)	<p>The current in which electricity is transmitted throughout the electricity network.</p>
High voltage direct current (HVDC)	<p>A current in which electricity is transmitted in one direction. HVDC is typically used to transmit electricity over long distances or between different networks.</p>
Sealing end compounds	<p>A compound containing the structures required when an overhead line to transfer to an underground connection or vice versa.</p>
Strategic options	<p>Broad connection options to connect new power generation. Strategic options consider where on the existing network to make the connection and the technology options available to achieve this (e.g. overland, subsea). A strategic options report assesses the available options against a range of socio-economic, technical and cost factors.</p>
AONB	<p>Area of Outstanding Natural Beauty. An area of which has been designated for conservation due to its significant landscape value. Areas are designated in recognition of their national importance, by the relevant public body.</p>
PEIR	<p>The Preliminary Environmental Impact Report. This will provide a preliminary assessment of the likely significant effects of the Project. It is intended to give consultees an understanding of the potential environmental effects of the scheme and measures proposed to mitigate them.</p>

8 Appendix

Community and Town Councils inside consultation zone – to be consulted

Anglesey

Amlwch
Bodffordd
Cwm Cadnant
Cylch-y-Garn
Llanbadrig
Llanddaniel Fab
Llanddyfnan
Llannerch-y-medd
Llaneugrad
Llanfair Mathafarn Eithaf
Llanfihangelesceifiog
Llangefni Town Council

Llangristiolus
Llanfair Pwllgwyngyll
Llanidan
Mechell
Menai Bridge Town Council
Moelfre
Penmynydd and Star
Pentraeth
Rhosybol
Rhosyr
Tref Alaw

Gwynedd

Llandygai
Pentir
Bangor City Council
Llanddeiniolen
Y Felinheli

See the map on page nine for reference


Information points

Location	Address
Anglesey	
Amlwch	Amlwch Library, Parys Road, Amlwch, LL68 9AB
Brynteg	Brynteg Community Hall, Brynteg, LL78 8JN
Beaumaris	Iorwerth Rowlands Centre, Steeple Lane, Beaumaris, LL58 8AE
Brynsiencyn	Y Ganolfan, Brynsiencyn, LL61 6HZ
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
Llanfairpwll	Llanfairpwll Memorial Hall, LL61 5JB
Llanfechell	Llanfechell Community School, LL68 0SA
Llangefni	Llangefni Library, Lôn y Felin, Llangefni, LL77 7RT
Menai Bridge	Menai Bridge Library, Wood Street, LL59 5AS
Penmynydd	Penmynydd Village Hall, LL61 6PG
Rhosybol	Rhosybol Community Hall, Rhosybol, LL68 9PP
Talwrn	Siop Bodeilio, Talwrn, LL77 7ST
Wylfa	Wylfa Visitor Centre, Wylfa Power Station, Cemaes, LL67 0DH
Gwynedd	
Bangor	Bangor Library, Gwynedd Road, LL57 1DT
Caernarfon	Caernarfon Library, Pavilion Hill, Caernarfon, LL55 1AS
Rhiwlas	Rhiwlas Village Hall, LL57 4GA
Y Felinheli	Y Felinheli Medical Centre, LL56 4RX

Reference locations

Location	Address	Opening times
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 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 - 12pm
Menai Bridge Library	Wood Street, Menai Bridge, Anglesey, LL59 5AS	Tuesday: 1pm - 6pm Wednesday: 9:30am - 12:30pm Thursday: 1pm - 6pm Friday: 1pm - 5pm 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

Location	Address	Opening times
Anglesey		
Wylfa Visitor Centre	Wylfa Power Station, Cemaes, LL67 0DH	Monday: 10am - 4pm Tuesday: 10am - 4pm Wednesday: 10am - 4pm Thursday: 10am - 4pm Friday: 10am - 3pm
Anglesey County Council main council office	Isle of Anglesey County Council, 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
Anglesey County Council Planning Service	Isle of Anglesey County Council, 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	Fford Gwynedd, 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



There are lots of ways you can contact us to give us your feedback or find out more information:



Send an email to:
nationalgrid@northwalesconnection.com



Call our freephone number: 0800 990 3567.
Lines are open 9.00am - 5.00pm
Monday - Friday or leave a message
outside these hours



Write to our freepost address at:
FREEPOST NATIONAL GRID NW CONNECTION



Visit our project website at:
www.nationgrid.com/northwalesconnection



Register for text alerts:
Text NGCYM to 80800

national**grid**

6.2.10

Appendix 10

Project Newsletter, Autumn 2015 (English)

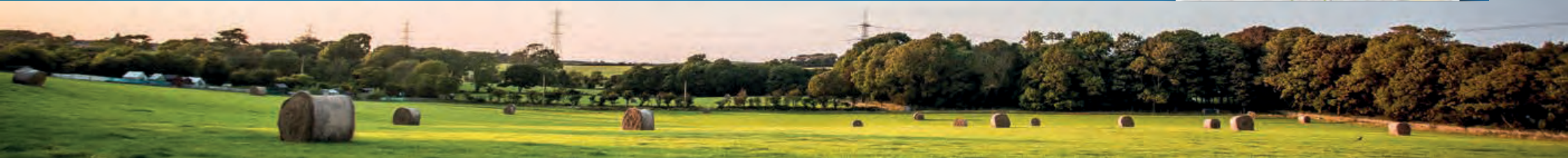
National Grid
National Grid House
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA

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Consultation now open: 21 October to 16 December 2015

- Your opportunity to influence the route options we take forward
- Underground at the Menai Strait, Anglesey AONB, Plas Newydd and Vaynol Estate Registered Parks and Gardens
- Route options are close to the existing line away from the coast and largest towns and villages

Large route map and details of our events inside



Have your say

Since announcing the orange route corridor in January, we've been working hard to develop options for the path our new connection could take to connect Wylfa Newydd.

We've now identified a number of different route options and this is your chance to influence which ones we take forward.

In developing our options, we've aimed to find the right balance between a number of important considerations.

These include people and communities, the landscape and views, tourism and wildlife. We also need to consider how we build the connection and how much it will cost.

Your feedback is also really important and has helped influence our work.

The Menai Strait and Anglesey Area of Outstanding Natural Beauty are iconic places, which you told us are really special. We are putting the connection underground here. For similar reasons, we'll also put it underground within Plas Newydd and the Vaynol Estate Registered Parks and Gardens, if the route we choose goes through them.

You also told us that tourism, the setting of towns and villages, and the landscape are really important to the area and are what make it special. We've carefully considered all of these in developing our route options.

We've also held meetings with local authorities and organisations such as Natural Resources Wales, Gwynedd Archaeological Trust and Cadw so their specialist knowledge could inform our proposals.

The route options we're proposing are within the orange corridor, which is:

- The shortest of all of the options we considered and the least populated.
- Close to the existing line and away from the coast, which is an Area of Outstanding Natural Beauty and important for tourism.
- Away from the largest towns and villages, avoiding properties as much as we can.

We think keeping our new and existing equipment close together will help reduce the overall impact on the important considerations you've told us about.

It's not been possible to avoid every sensitive area, so along the route we are putting forward different options.

Your feedback is really important and will help us decide which route options we take forward and how we can keep any effects as low as possible.



Get involved: your comments matter



- Tell us about the places that are important to you and why you think we need to consider them
- Let us know your comments on our route options and sealing end compound search areas

How you can give us your feedback:

- Fill out a feedback form online
- Give us a call, ask us any questions and we can post you a feedback form
- Send us an email or write to our freepost address

Please give us as much detail as you can. If you think we should do something, tell us why.

All our contact details are on the back page. Here you can also read more about the role your feedback plays in developing our proposals.

Unlocking low carbon energy generation

In many places across Wales and England new low carbon energy generation is being proposed, as the way power is generated changes forever.

Our role is to make sure all this new energy generation is able to get to the homes and businesses that need it.

In North Wales, we need to connect Horizon’s proposed nuclear power station, Wylfa Newydd. To do this, we need to build a new connection as we cannot securely use the existing line to carry all of the electricity that will be generated.



Working towards an Energy Island

We’re part of Anglesey’s Energy Island Programme, which is aiming to put Anglesey at the forefront of low carbon energy development.

Isle of Anglesey County Council estimates that the programme could contribute £12 billion to the Anglesey and North Wales economy over the next 15 years. This could bring major economic, social and environmental gains for all of Anglesey and the wider North Wales region.

“National Grid has a crucial role to play in connecting Wylfa Newydd and helping to create new jobs.

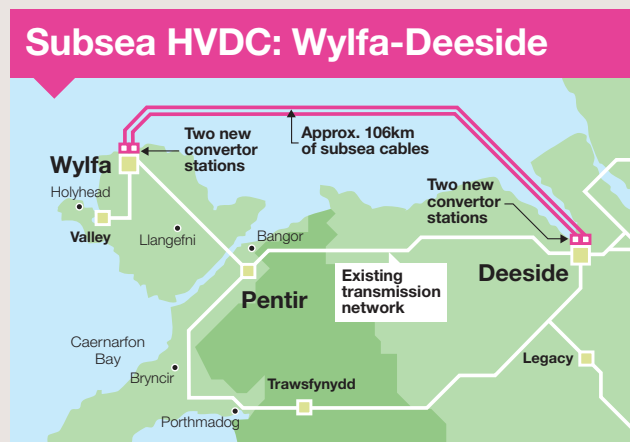
“Like many of you we would prefer the connection in the sea. National Grid has a difficult balance to find. I’d encourage you to attend National Grid’s events to ask questions and give your views on their latest proposals.”

Ieuan Williams, Anglesey Council’s Leader and Portfolio Holder, Economic Development Department comprising Energy Island

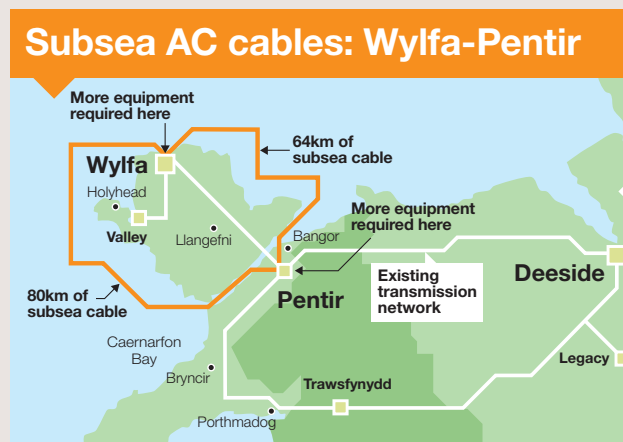


The challenge of a subsea connection

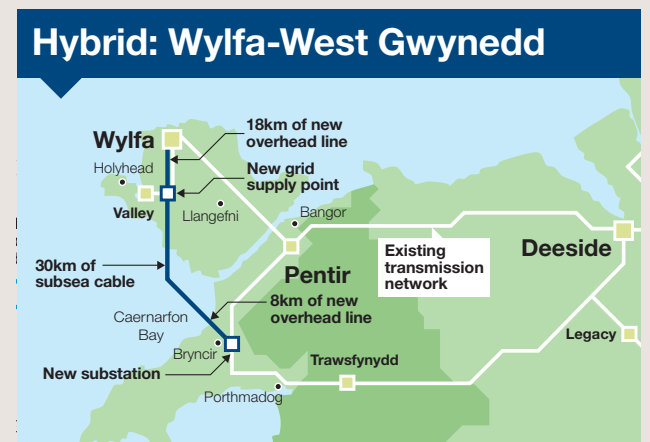
We understand that most people would prefer us to put the connection in the sea. We’ve carefully considered all of the feedback we’ve received and reviewed all our options before progressing with our current proposals. As well as the high cost of subsea cables, there are a number of technical and practical reasons why we haven’t taken these options forward.



- The cost for a HVDC (high voltage direct current) connection is over £1.1 billion (£600 million more than our proposal).
- HVDC links have never been used to directly connect a nuclear power station. This presents an unprecedented technical challenge and could increase costs further.
- If the existing overhead line developed a fault, all the power would be carried by the HVDC links. This creates a risk that the power station could become disconnected from the electricity network.
- Overcoming this technical challenge could put our ability to connect Wylfa Newydd on time at risk.



- An AC (alternating current) subsea option would be the most expensive option of all, costing at least £1.25 billion.
- That cost is £700 million more than our proposed option.
- Because of the way AC works, we would also need more equipment at the Wylfa and Pentir substations, which could also add to the cost.



- A hybrid option was suggested through your feedback.
- This would mean replacing the existing lower voltage overhead line with 18km of new 400 kV overhead line on Anglesey and another substation.
- 8km of new 400 kV overhead line and a new substation would also be needed in Gwynedd.
- This option would cost around £350 million more than our proposed option, including the cost of going underground at the Menai Strait, and would still mean 26km of overhead line.

We know people would prefer a subsea option, particularly because of the benefits it would have for the landscape and views. But these are just some of the things we have to consider.

A subsea connection would cost hundreds of millions of pounds more than our proposed option. Our proposed option would cost £554 million and includes the cost of going underground at the Menai Strait.

Cost is important as everything we spend is passed on to all of us through our energy bills. That’s why the UK government and our regulator Ofgem require us to develop proposals which represent value for money for consumers.

A nuclear power station has never been directly connected by HVDC links which is a major technical challenge. We’re not sure how long it would take to solve this which could put the project at risk.

Whatever the technology, fixing faults on subsea cables is challenging and could take up to six months.

During this time, Wylfa Newydd may have to reduce the amount of power it generates.

For all these reasons, we don’t feel a subsea connection is the right option.

You can read more about how we considered different options in our ‘Strategic Options Report’ (details on back page).

“It’s important a solution is found which allows North Wales to grasp the lasting benefits Wylfa Newydd will bring without taking away from its beautiful scenery.

“HVDC cables have never been used to connect a nuclear power station to the grid system, the technology isn’t tried and tested and would require further lengthy technical studies that could delay the project – and the huge opportunities it will bring – with no guarantee of a satisfactory outcome.

“In addition, a fault to an undersea cable can take up to six months to repair which risks the operational viability of a future power station.”

Charlie Tasker, Site Development Director Horizon Nuclear Power



Finding the right route

Finding the right route for the new connection is a difficult balance. We have a duty to keep any impacts as low as possible on important considerations such as landscape and views, communities, tourism and heritage. We also need to make sure the connection will work and is safe.

Cost is another important consideration and we have to keep costs low for consumers as everything we spend is passed on to all of us through our energy bills.

We need to think about all of these considerations while also taking on board your feedback. When proposing a route, we have to find the right balance between all of these things (see below).

The route options we're proposing are within the orange corridor, which is the shortest of all the options we considered and the least densely populated. We've kept close to the existing line and away from the coast. We've also kept away from the largest towns and villages, avoiding properties as much as we can.

We think keeping our new and existing equipment close together will help reduce the overall impact on the important considerations you've told us about.

Our proposed routes are 100 metres wide, but we won't need to use all of this space for the connection. As we move forward, we'll work hard to reduce the effects of the new connection further. This will include looking at where within the 100 metre route we could site pylons to take advantage of natural features, such as woodland, to limit how much of the overhead line can be seen from key viewpoints.

We'll also look at alternative pylon designs and if there are any further parts of the connection where an overhead line may be less acceptable, which we need to put underground.



Ecology

We need to think about important places for plants and animals, like the Anglesey Fens and Llyn Alaw, and habitats around the Menai Strait and along the wider route.



Technical

We need to make sure that the connection will work, is safe and can be maintained. We also need to make sure it meets all our technical and health and safety requirements.



Tourism and the economy

We know tourism is really important to the Anglesey and North Wales economy. You told us that the Menai Strait and Anglesey AONB are really special places for communities and visitors.



Cost

Our industry regulator Ofgem requires us to deliver value for money for consumers. Everything we spend is passed on to all of us in our energy bills.



Cultural heritage

It's important we consider areas that have historic value like Bryn Celli Ddu, Plas Newydd and the Vaynol Estate Registered Parks and Gardens in Gwynedd.



Landscape and views

We've done lots of work to look at how we can reduce any impact on the landscape and views. You told us that the Anglesey AONB around the coast of the island is really important and a key destination for tourists. You also told us about the importance of views across the island and to Snowdonia.



Public feedback

You told us that tourism, agriculture and the setting of towns and villages are really important.



Specialist feedback

We've met with local authorities and with organisations such as Natural Resources Wales, Gwynedd Archaeological Trust and Cadw to listen to their specialist knowledge.

Crossing the Menai

The Menai Strait and Anglesey Area of Outstanding Natural Beauty (AONB) are areas that you told us are highly valued by both local communities and visitors to North Wales.

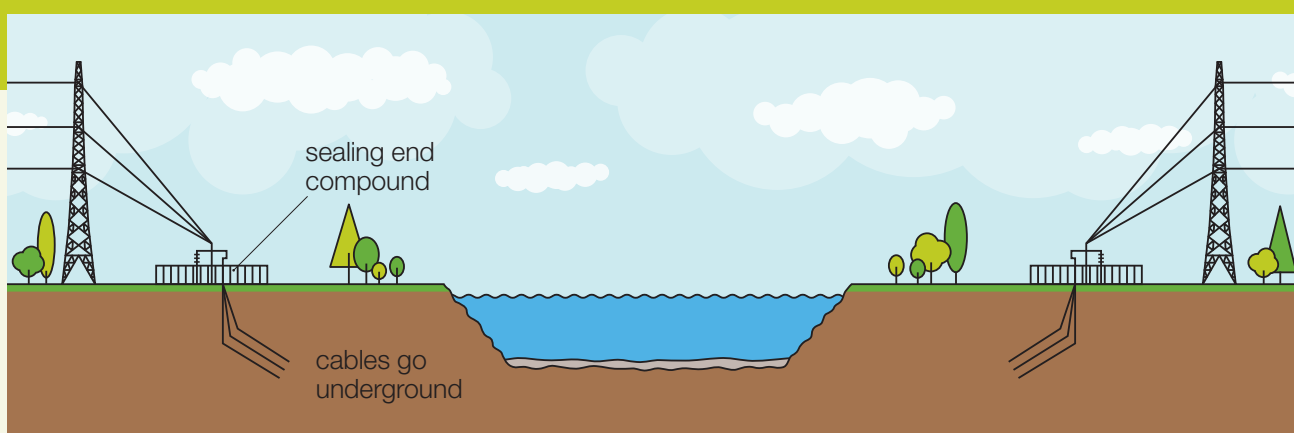
Deciding on the best way to put the connection underground is really important.

We're carrying out lots of studies to understand more about the marine and coastal environment. These include studies about the types of rock underneath the Menai and the plants and animals that call the Menai home. This will help make sure we keep any impacts as low as possible.

You can read more about the different ways we could cross the Menai in our Wylfa-Pentir Route Options Report (details on back page).

Sealing End Compounds

For this stage of consultation, your feedback will help us choose where we put the equipment that we need to change the connection from overhead to underground, called a sealing end compound.



THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY, EXACT DESIGN MAY VARY.

A sealing end compound is about an acre in size and we'll need one on Anglesey and one in Gwynedd.

Your feedback will also help us choose the route we take to reach the sealing end compounds.

We've done lots of work, but there's still a lot more to do. When we know the location for the sealing end compounds, we'll look at the routes we could take underneath the Menai Strait and the technology we will use to put the connection underground. We'll be able to provide you with more information and another opportunity to give us your comments on our work in spring/summer 2016.



More information

Our Overview document, October 2015 gives you more information on our route options. It also gives you more information on sealing end compounds, including what they do and how big they are (see back page).

Your feedback and what happens next

Your feedback is really important. You live and work in the local area and can tell us what really matters to you. It also helps us to see if we've missed anything or can improve things.

We have to consider your feedback alongside a lot of other important factors. Consultation is not simply about choosing the most popular option.

These include planning guidance set by the UK government and duties placed on us by our regulator, Ofgem. These make sure that while we consider people, tourism, and the environment, we also develop proposals that represent value for money for consumers.

It's our job to find the right balance between all these considerations but ultimately it's the government who decides if we've got that right.

Throughout the consultation we explain how your feedback has influenced our proposals. Where we've not been able to take on board your suggestions, we explain why.

You submit your feedback by 16 December 2015

We'll look at what you've told us to help us decide which options we should take forward. We'll also review our proposals to see if we've missed anything or can improve things.



We'll aim to publish a feedback report by summer **2016** to explain what we were told and respond to all the themes you raised.



We'll carry out more work and come back and talk to you in **spring/summer 2016** about what we need to do to build the underground connection at the Menai Strait and Anglesey AONB.



If we're granted permission, we'd aim to begin construction to make sure the connection is available for Wylfa Newydd by the **mid 2020s**.



We'll consider all the feedback we receive and see if there are any changes we need to make. We'll aim to submit our planning application to the UK government in **2017**.



We'll hold what we think will be our final stage of consultation in **autumn/winter 2016**. We will say where we think our equipment could go and provide more information on how we will build the connection.



Useful documents

You can find copies of these documents on our project website or you can contact us for a copy:

- **Feedback Report, June 2014:** provides a summary of all the themes you raised during our first consultation and our responses.
- **Need Case, January 2015:** explains why the North Wales Connection project and the work we have to carry out is needed.
- **Information Booklet, January 2015:** explains how we looked at all of the options and made our route corridor decision.
- **Strategic Options Report, January 2015:** explains more about the connection options we've looked at. You can also find out more about why we haven't chosen a subsea option and how feedback has helped influence our work.
- **Wylfa-Pentir Preferred Route Corridor Selection Report, October 2015:** explains how we identified our preferred route corridor for the new connection.
- **Wylfa-Pentir Route Options Report, October 2015:** explains how we have identified the route options for the new connection.
- **Overview, October 2015:** provides an overview of the project, the options we've looked at and the route options for the new connection.



Contact us:

Register online for all the latest updates or get in touch in the following ways:



Visit our project website at:
www.nationalgrid.com/northwalesconnection



Call our freephone number:
0800 990 3567 9am - 5pm Monday - Friday
or leave a message outside these hours



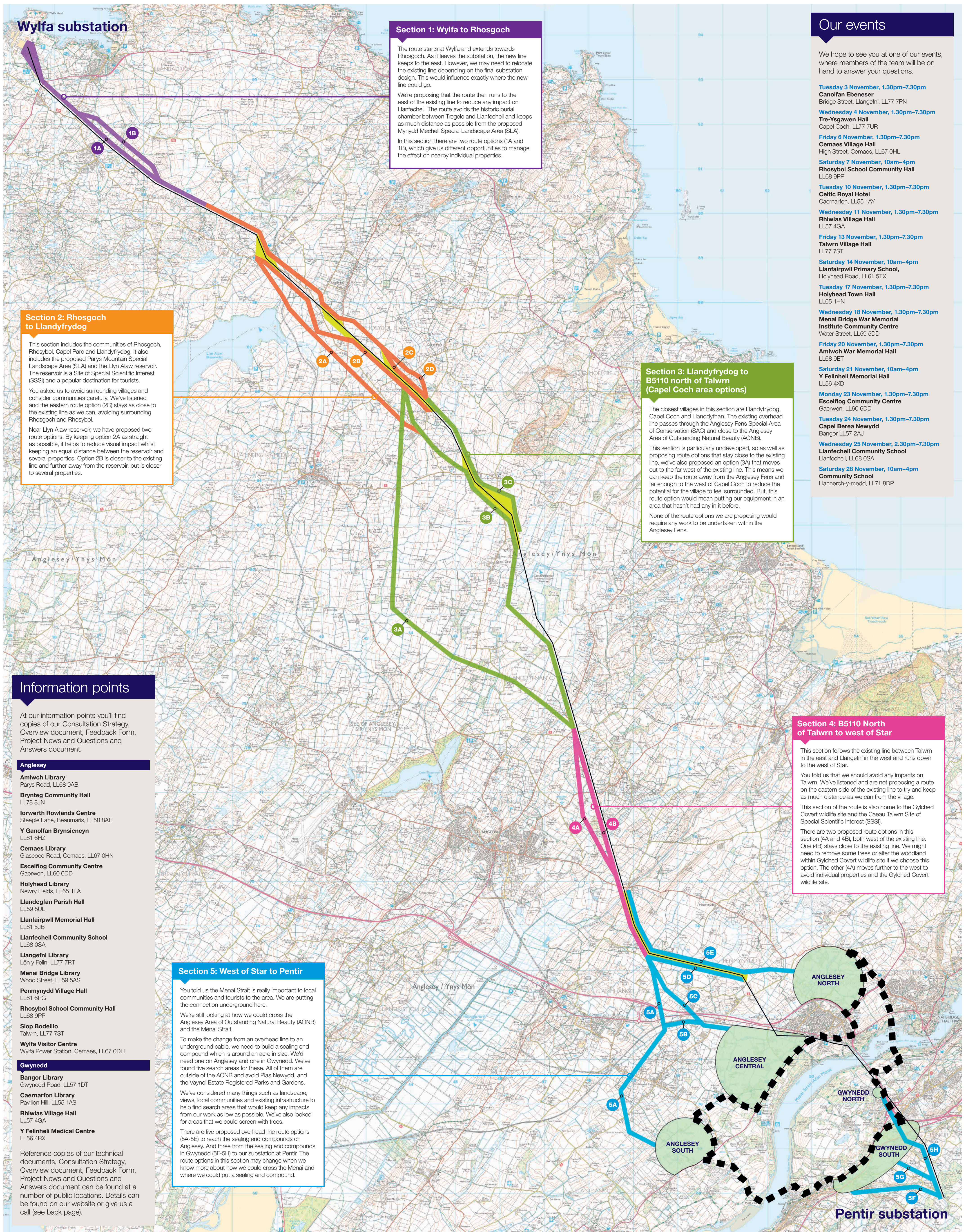
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NW CONNECTION**



Wylfa substation

Section 1: Wylfa to Rhosgoch

The route starts at Wylfa and extends towards Rhosgoch. As it leaves the substation, the new line keeps to the east. However, we may need to relocate the existing line depending on the final substation design. This would influence exactly where the new line could go.

We're proposing that the route then runs to the east of the existing line to reduce any impact on Llanfechell. The route avoids the historic burial chamber between Tregale and Llanfechell and keeps as much distance as possible from the proposed Mynydd Mechell Special Landscape Area (SLA).

In this section there are two route options (1A and 1B), which give us different opportunities to manage the effect on nearby individual properties.

Section 2: Rhosgoch to Llandryfrydog

This section includes the communities of Rhosgoch, Rhosybol, Capel Parc and Llandryfrydog. It also includes the proposed Parys Mountain Special Landscape Area (SLA) and the Llyn Alaw reservoir. The reservoir is a Site of Special Scientific Interest (SSSI) and a popular destination for tourists.

You asked us to avoid surrounding villages and consider communities carefully. We've listened and the eastern route option (2C) stays as close to the existing line as we can, avoiding surrounding Rhosgoch and Rhosybol.

Near Llyn Alaw reservoir, we have proposed two route options. By keeping option 2A as straight as possible, it helps to reduce visual impact whilst keeping an equal distance between the reservoir and several properties. Option 2B is closer to the existing line and further away from the reservoir, but is closer to several properties.

Section 3: Llandryfrydog to B5110 north of Talwrn (Capel Coch area options)

The closest villages in this section are Llandryfrydog, Capel Coch and Llandyfnan. The existing overhead line passes through the Anglesey Fens Special Area of Conservation (SAC) and close to the Anglesey Area of Outstanding Natural Beauty (AONB).

This section is particularly undeveloped, so as well as proposing route options that stay close to the existing line, we've also proposed an option (3A) that moves out to the far west of the existing line. This means we can keep the route away from the Anglesey Fens and far enough to the west of Capel Coch to reduce the potential for the village to feel surrounded. But, this route option would mean putting our equipment in an area that hasn't had any in it before.

None of the route options we are proposing would require any work to be undertaken within the Anglesey Fens.

Section 4: B5110 North of Talwrn to west of Star

This section follows the existing line between Talwrn in the east and Llangefni in the west and runs down to the west of Star.

You told us that we should avoid any impacts on Talwrn. We've listened and are not proposing a route on the eastern side of the existing line to try and keep as much distance as we can from the village.

This section of the route is also home to the Gylched Covert wildlife site and the Caeau Talwrn Site of Special Scientific Interest (SSSI).

There are two proposed route options in this section (4A and 4B), both west of the existing line. One (4B) stays close to the existing line. We might need to remove some trees or alter the woodland within Gylched Covert wildlife site if we choose this option. The other (4A) moves further to the west to avoid individual properties and the Gylched Covert wildlife site.

Section 5: West of Star to Pentir

You told us the Menai Strait is really important to local communities and tourists to the area. We are putting the connection underground here.

We're still looking at how we could cross the Anglesey Area of Outstanding Natural Beauty (AONB) and the Menai Strait.

To make the change from an overhead line to an underground cable, we need to build a sealing end compound which is around an acre in size. We'd need one on Anglesey and one in Gwynedd. We've found five search areas for these. All of them are outside of the AONB and avoid Plas Newydd, and the Vaynol Estate Registered Parks and Gardens.

We've considered many things such as landscape, views, local communities and existing infrastructure to help find search areas that would keep any impacts from our work as low as possible. We've also looked for areas that we could screen with trees.

There are five proposed overhead line route options (5A-5E) to reach the sealing end compounds on Anglesey. And three from the sealing end compounds in Gwynedd (5F-5H) to our substation at Pentir. The route options in this section may change when we know more about how we could cross the Menai and where we could put a sealing end compound.

Information points

At our information points you'll find copies of our Consultation Strategy, Overview document, Feedback Form, Project News and Questions and Answers document.

- Anglesey**
 - Amlwch Library**
Parys Road, LL68 9AB
 - Brynteg Community Hall**
LL78 8JN
 - Iorwerth Rowlands Centre**
Steeple Lane, Beaumaris, LL58 8AE
 - Y Ganolfan Brynsiencyn**
LL61 6HZ
 - Cemaes Library**
Glascoed Road, Cemaes, LL67 0HN
 - Esceifog Community Centre**
Gaerwen, LL60 6DD
 - Holyhead Library**
Newry Fields, LL65 1LA
 - Llandegfan Parish Hall**
LL59 5UL
 - Llanfairpwll Memorial Hall**
LL61 5JB
 - Llanfechell Community School**
LL68 0SA
 - Llangefni Library**
Lôn y Felin, LL77 7RT
 - Menai Bridge Library**
Wood Street, LL59 5AS
 - Penmynydd Village Hall**
LL61 6PG
 - Rhosybol School Community Hall**
LL68 9PP
 - Siop Bodelleio**
Talwrn, LL77 7ST
 - Wylfa Visitor Centre**
Wylfa Power Station, Cemaes, LL67 0DH
- Gwynedd**
 - Bangor Library**
Gwynedd Road, LL57 1DT
 - Caernarfon Library**
Pavilion Hill, LL55 1AS
 - Rhiwlas Village Hall**
LL57 4GA
 - Y Felinheli Medical Centre**
LL56 4RX

Reference copies of our technical documents, Consultation Strategy, Overview document, Feedback Form, Project News and Questions and Answers document can be found at a number of public locations. Details can be found on our website or give us a call (see back page).

Legend

- 100m wide overhead line route options
- Section 1
- Section 2
- Section 3
- Section 4
- Section 5
- Existing National Grid 400 kV overhead line
- Underground cable route search area
- Search area for sealing end compound and connecting overhead line and underground cable routes
- Area of potential line swap-over

For much of the route we plan to keep the new line and the existing line close together. But we don't have to stay on the same side of the existing line for the whole route.

If we need to change from one side to the other, perhaps to avoid a property or woodland, we can do this and we call it a 'swap-over'.

We've identified several places along the route where we think we might need to do this. You can read more in our Overview document on page 17.

Distance in kilometres

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national**grid**

6.2.10

Appendix 10

Project Newsletter, Autumn 2015 (Welsh)

National Grid
National Grid House
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA

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Ymgynghoriad wedi agor: 21 Hydref tan 16 Rhagfyr 2015

- Dyma'ch cyfle i ddylanwadu ar yr opsiynau y byddwn yn symud ymlaen â nhw ar gyfer y llwybr
- Tanddaearu yn ardaloedd Afon Menai, AHNE Ynys Môn, Plas Newydd a Pharciau a Gerddi Rhestredig Stad y Faenol
- Mae'r llwybrau posibl yn cadw'n agos at y llinell bresennol, yn bell o'r arfordir a'r trefi a'r pentrefi mwyaf

Map mawr o'r llwybr a manylion ein digwyddiadau y tu mewn



Dweud eich dweud

Ers i ni gyhoeddi'r coridor llwybr oren ym mis Ionawr, buom yn gweithio'n galed i ddatblygu opsiynau ar gyfer y llwybr y gallai ein cysylltiad newydd ei gymryd i gysylltu Wylfa Newydd.

Erbyn hyn, rydym wedi canfod sawl opsiwn ar gyfer y llwybr a dyma'ch cyfle i ddylanwadu ar y rhai y byddwn yn symud ymlaen â nhw.

Wrth ddatblygu'r opsiynau, rydym wedi ceisio taro'r cydbwysedd cywir rhwng nifer o ystyriaethau pwysig.

Mae'r rhain yn cynnwys pobl a chymunedau, y dirwedd a golygfeydd, twristiaeth a bywyd gwylt. Mae angen ystyried hefyd sut i adeiladu'r cysylltiad a faint fydd y gost.

Mae'ch ymateb chi yn bwysig iawn hefyd ac mae wedi helpu i ddylanwadu ar ein gwaith.

Mae Afon Menai ac Ardal o Harddwch Naturiol Eithriadol Ynys Môn yn lleoedd eiconig a dywedoch eu bod yn wirioneddol arbennig. Rydym yn rhoi'r cysylltiad o dan y ddaear yma. Am resymau tebyg, byddwn yn tanddaearu'r cysylltiad ym Mhlas Newydd ac ym Mharciau a Gerddi Rhestredig Stad y Faenol hefyd os bydd y llwybr a ddewiswn yn mynd trwyddynt.

Dywedoch wrthym hefyd bod twristiaeth, amgylchoedd trefi a phentrefi a'r dirwedd yn bwysig iawn i'r ardal ac mai dyma sy'n ei gwneud yn arbennig. Edrychom yn ofalus ar y rhain i gyd wrth ddatblygu'r opsiynau ar gyfer y llwybr.

Yn ogystal, rydym wedi cynnal cyfarfodydd gydag awdurdodau lleol a sefydliadau fel Cyfoeth Naturiol Cymru, Ymddiriedolaeth Archaeolegol Gwynedd a Cadw er mwyn i'w gwybodaeth arbenigol nhw gyfrannu at ein cynlluniau ni.

Yn y coridor oren y mae'r llwybrau posibl rydym yn eu cynnig. Mae hwnnw:

- Yn fyrrach na'r lleill a ystyriwyd gennym ac yn llai poblog.
- Yn agos at y llinell bresennol ac yn ddigon pell o'r arfordir, sy'n Ardal o Harddwch Naturiol Eithriadol ac yn bwysig i dwristiaeth.
- Yn ddigon pell o'r trefi a'r pentrefi mwyaf, ac yn osgoi adeiladau hyd y gallwn.

Credwn y bydd cadw'n hoffer newydd a'n hoffer presennol yn agos at ei gilydd yn helpu i leihau'r effaith gyffredinol ar yr ystyriaethau pwysig yr ydych wedi sôn amdanynt.

Ni fu modd osgoi pob ardal sensitif, felly rydym yn cynnig nifer o wahanol ddewisiadau ar hyd y llwybr.

Mae'ch ymateb chi'n bwysig iawn a bydd yn ein helpu i benderfynu pa lwybrau posibl i symud ymlaen â nhw a sut i gael cyn lleied o effaith ag y bo modd.



Cymerwch ran: mae'ch sylwadau'n bwysig



- **Soniwch wrthym am y llefydd sy'n bwysig i chi a pham y credwch y dylem eu hystyried**

- **Rhowch wybod beth yw'ch sylwadau chi am ein hopsiynau ar gyfer y llwybr a'r ardaloedd chwilio ar gyfer compowndiau pen selio**

Sut y gallwch gyflwyno'ch ymateb:



Gallwch lenwi ffurflen ymateb ar y wefan



Gallwch ein ffonio, gofyn cwestiynau i ni a gallwn bostio ffurflen ymateb atoch



Gallwch anfon neges ebost atom neu ysgrifennu i'n cyfeiriad rhadbost

Byddwch mor fanwl ag y gallwch. Os ydych yn credu y dylem wneud rhywbeth, dywedwch pam.

Mae ein manylion cysylltu ar y cefn. A chewch wybod mwy am y rhan y mae'ch ymateb chi'n ei chwarae wrth i ni ddatblygu'n cynigion.

Hwyluso cynhyrchu ynni carbon isel

Mewn llawer lle ledled Cymru a Lloegr, cynigir cynlluniau newydd i gynhyrchu ynni carbon isel wrth i'n ffordd o gynhyrchu pŵer newid am byth.

Ein gwaith ni yw sicrhau bod yr ynni o'r cynlluniau newydd yn gallu cyrraedd cartrefi a busnesau.

Yng ngogledd Cymru, mae angen i ni gysylltu atomfa newydd arfaethedig Horizon, Wylfa Newydd. Er mwyn gwneud hyn, mae angen i ni adeiladu cysylltiad newydd gan na fyddai'n ddiogel defnyddio'r llinell bresennol i gario'r holl drydan a gynhyrchir.



Gweithio tuag at Ynys Ynni

Rydym yn rhan o'r rhaglen Ynys Ynni sy'n ceisio sicrhau bod Ynys Môn ar flaen y gad ym maes datblygu ynni carbon isel.

Mae Cyngor Sir Ynys Môn yn amcangyfrif y gallai'r rhaglen gyfrannu £12 biliwn at economi Ynys Môn a gogledd Cymru dros y 15 mlynedd nesaf. Gallai hyn ddod â manteision economaidd, cymdeithasol ac amgylcheddol mawr i Ynys Môn yn gyfan ac ardal ehangach gogledd Cymru.

“Mae gan National Grid ran hollbwysig i'w chwarae yn cysylltu Wylfa Newydd ac yn helpu i greu swyddi newydd.”

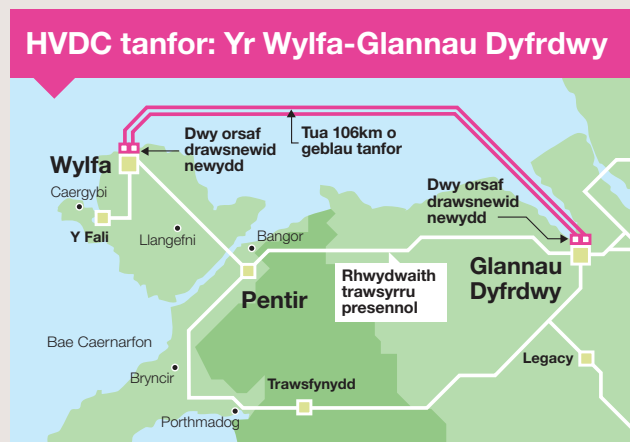
“Fel llawer ohonoch chi, byddai'n well gennym ni pe bai'r cysylltiad yn y môr. Mae'n anodd i National Grid gael y cydbwysedd cywir. Rwy'n eich annog i ddod i ddigwyddiadau National Grid i ofyn cwestiynau a chynnig eich barn am eu cynlluniau diweddaraf.”

Ieuan Williams, Arweinydd Cyngor Môn a Deilydd Portffolio, yr Adran Datblygu Economaidd sy'n cynnwys Ynys Ynni

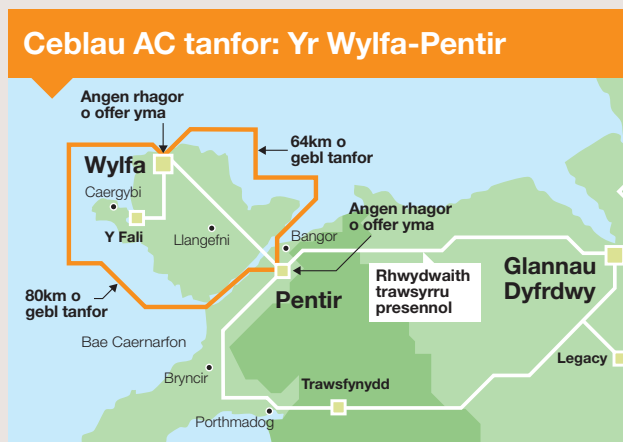


Her cysylltiad tanfor

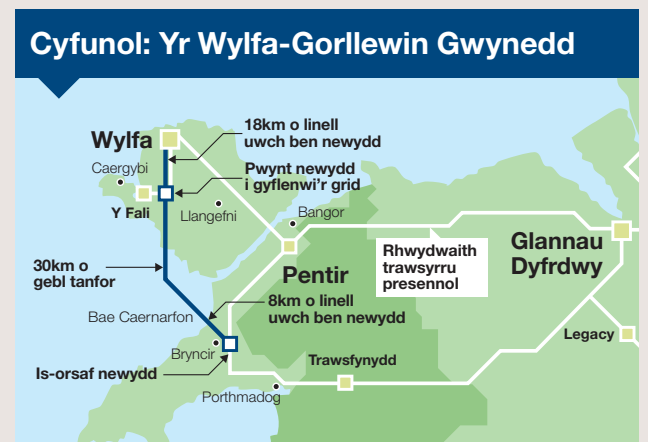
Rydym yn deall y byddai'n well gan y rhan fwyaf o bobl i ni roi'r cysylltiad yn y môr. Rydym wedi rhoi ystyriaeth ofalus i'r holl ymateb a gawsom ac wedi adolygu ein holl opsiynau cyn symud ymlaen â'n cynlluniau presennol. Yn ogystal â'r ffaith fod ceblau tanfor yn gostus iawn, mae nifer o resymau technegol ac ymarferol pam nad ydym wedi symud ymlaen â'r opsiynau hyn.



- Byddai cysylltiad HVDC (cerrynt uniongyrchol foltedd uchel) yn costio dros £1.1 biliwn (£600 miliwn yn fwy na'n cynllun ni).
- Does dim cysylltiad HVDC wedi'i ddefnyddio erioed i gysylltu atomfa'n uniongyrchol ac felly byddai'n her dechnegol hollol newydd a gallai'r costau fod hyd yn oed yn uwch.
- Pe bai nam yn codi ar y llinell uwch ben bresennol, byddai'r cysylltiadau HVDC yn cario'r holl bŵer. Mae hyn yn golygu y gallai'r atomfa gael ei datgysylltu o'r rhwydwaith trydan.
- Gallai goresgyn yr her dechnegol hon beryglu'n gallu i gysylltu Wylfa Newydd mewn pryd.



- Cysylltiad AC (cerrynt eiledol) tanfor fyddai'r dewis drutaf oll, yn costio o leiaf £1.25 biliwn.
- Mae'r gost honno £700 miliwn yn fwy na'r dewis yr ydym ni'n ei gynnig.
- Achos y ffordd mae AC yn gweithio, byddai arnom angen rhagor o offer yn is-orsafodded yr Wylfa a Phentir a gallai hynny ychwanegu at y gost.



- Roedd rhai ymatebion a gawsom gennych yn awgrymu cysylltiad cyfunol.
- Byddai hyn yn golygu rhoi 18km o linell uwch ben 400 kV newydd yn lle'r llinell foltedd is bresennol ar Ynys Môn a chodi is-orsaf arall.
- Byddai angen 8km o linell uwch ben newydd 400kV ac is-orsaf newydd yng Ngwynedd hefyd.
- Byddai'r dewis hwn yn costio tua £350 miliwn yn fwy na'r dewis a gynigir gennym ni, yn cynnwys cost tanddaearu yn ardal Afon Menai a byddai'n dal i olygu 26km o linell uwch ben.

Gwyddom y byddai'n well gan bobl pe bai'r cysylltiad yn mynd o dan y môr, yn enwedig oherwydd y manteision i'r dirwedd a'r golygfeydd. Ond dim ond rhai o'r pethau y mae'n rhaid i ni eu hystyried yw'r rheiny.

Byddai cysylltiad tanfor yn costio cannoedd o filiynau o bunnau'n fwy na'r cynllun a gynigir gennym ni. Byddai'r cynllun a gynigir gennym ni'n costio £554 miliwn yn cynnwys cost tanddaearu yn ardal Afon Menai.

Mae'r gost yn bwysig gan fod ein holl wariant yn cael ei basio i bawb ohonom trwy ein biliau ynni. Dyna pam y mae llywodraeth y DU a'n rheoleiddiwr, Ofgem, yn ei gwneud yn ofynnol i ni ddatblygu cynlluniau sy'n rhoi gwerth am arian i'n cwsmeriaid.

Ni ddefnyddiwyd cysylltiad HVDC erioed i gysylltu atomfa'n uniongyrchol ac mae hynny'n her dechnegol fawr. Nid ydym yn siwr faint o amser y byddai'n ei gymryd i'w datrys a gallai hynny beryglu'r prosiect.

Beth bynnag fyddai'r dechnoleg, mae trwsio ceblau tanfor yn her fawr a gallai gymryd hyd at chwe mis.

Yn ystod y cyfnod hwnnw, gallai fod rhaid i Wylfa Newydd gynhyrchu llai o ynni.

Am yr holl resymau hyn, nid ydym yn credu mai cysylltiad tanfor yw'r dewis cywir.

Cewch ddarllen mwy am y ffordd yr aethom ati i ystyried gwahanol ddewisiadau yn ein 'Strategic Options Report' (manyllion ar y cefn).

“Mae'n bwysig canfod ateb fydd yn galluogi gogledd Cymru i elwa ar fanteision hirdymor Wylfa Newydd heb amharu ar ei golygfeydd hardd.”

“Does dim ceblau HVDC wedi'u defnyddio erioed i gysylltu atomfa â system y grid. Dydi'r dechnoleg ddim wedi'i phrofi a byddai angen astudiaethau technegol maith a allai ohirio'r prosiect – a'r cyfleoedd enfawr a ddaw yn ei sgil – heb sicrwydd y daw ateb boddhaol.”

“Yn ogystal, gall nam ar gebl tanfor gymryd hyd at chwe mis i'w drwsio gan amharu ar ragolygon atomfa arfaethedig.”

Charlie Tasker, Cyfarwyddwr Datblygu Safleoedd, Pŵer Niwclear Horizon



Canfod y llwybr cywir

Mae'n anodd cydbwysu'r gwahanol elfennau wrth ganfod y llwybr gorau ar gyfer y cysylltiad newydd. Mae dyletswydd arnom i sicrhau ei fod yn amharu cyn lleied ag y bo modd ar elfennau pwysig fel y dirwedd a'r golygfeydd, cymunedau, twristiaeth a threftadaeth. Mae'n rhaid i ni sicrhau y bydd y cysylltiad yn gweithio ac y bydd yn ddiogel hefyd.

Mae'r gost yn ystyriaeth bwysig arall ac mae'n rhaid i ni gadw'r costau'n isel ar gyfer cwsmeriaid gan y bydd ein holl wariant yn cael ei drosglwyddo i bawb ohonom trwy ein biliau ynni.

Mae angen i ni feddwl am yr holl ystyriaethau hyn a chadw'ch ymateb chi mewn cof. Wrth gynnig llwybr, mae'n rhaid i ni daro'r cydbwysedd cywir rhwng yr holl bethau hyn (gweler isod).

Yn y coridor oren y mae'r llwybrau posibl a gynnigir gennym. Hwn yw'r byrraf a'r lleiaf dwys ei boblogaeth o blith yr holl opsiynau a ystyriwyd gennym. Rydym wedi cadw'n agos at y llinell bresennol ac yn bell o'r arfordir. Rydym wedi cadw'n ddigon pell o'r trefi a'r pentrefi mwyaf hefyd, gan osgoi adeiladau hyd y medrwn.

Credwn y bydd cadw'n hoffer newydd a'n hoffer presennol yn agos at ei gilydd yn ein helpu i leihau'r effaith gyffredinol ar yr ystyriaethau pwysig yr ydych wedi sôn amdanynt.

Mae'r llwybrau a gynnigir gennym yn 100 metr o led ond ni fydd angen defnyddio'r holl le hyn ar gyfer y cysylltiad. Wrth symud ymlaen, fe weithiwn yn galed i leihau effeithiau'r cysylltiad newydd eto. Bydd hyn yn cynnwys ystyried lle, o fewn y llwybr 100 metr, y gallem osod peilonau i elwa ar y nodweddion naturiol, fel coetiroedd, er mwyn sicrhau bod llai o'r llinell uwch ben i'w gweld o fannau allweddol.

Fe edrychwn ar wahanol fathau o beilonau hefyd ac i weld a oes rhannau eraill o'r cysylltiad lle gall llinell uwch ben fod yn llai derbyniol ac y bydd angen i ni eu rhoi o dan y ddaear.



Ecoleg

Mae angen i ni feddwl am lefydd sy'n bwysig i blanhigion ac anifeiliaid fel Llyn Alaw a Chorsydd Môn, a chynefinoedd yn ardal Afon Menai ac ar hyd y llwybr ehangach.



Materion technegol

Mae angen i ni sicrhau y bydd y cysylltiad yn gweithio, yn ddiogel ac y gellir ei gynnal a'i gadw. Mae angen sicrhau hefyd ei fod yn bodloni'r holl ofynion technegol a gofynion iechyd a diogelwch.



Twristiaeth a'r economi

Gwyddom fod twristiaeth yn bwysig iawn i economi Ynys Môn a'r gogledd. Rydych wedi dweud wrthym fod ardal Afon Menai ac AHNE Ynys Môn yn ardaloedd arbennig iawn i gymunedau lleol ac ymwelwyr.



Cost

Mae Ofgem, rheoleiddwr ein diwydiant, yn mynnu ein bod yn rhoi gwerth am arian i gwsmeriaid. Caiff ein holl wariant ei basio ymlaen i bawb ohonom yn ein biliau ynni.



Y dreftadaeth ddiwylliannol

Mae'n bwysig i ni ystyried ardaloedd sydd â gwerth hanesyddol fel Bryn Celli Ddu, Plas Newydd a Stad y Faenol yng Ngwynedd.



Y dirwedd a'r golygfeydd

Rydym wedi gwneud llawer o waith i ystyried sut i leihau unrhyw effaith ar y dirwedd a'r golygfeydd. Rydych wedi dweud wrthym fod AHNE Ynys Môn ar hyd arfordir yr ynys yn bwysig iawn a'i fod yn denu llawer o ymwelwyr. Dywedoch hefyd bod golygfeydd ar draws yr ynys ac i Eryri yn bwysig.



Ymateb y cyhoedd

Rydych wedi dweud bod twristiaeth, amaeth ac amgylchoedd trefi a phentrefi yn bwysig iawn.



Ymateb arbenigwyr

Rydym wedi cyfarfod ag awdurdodau lleol a chyrrff fel Cyfoeth Naturiol Cymru, Ymddiriedolaeth Archaeolegol Gwynedd a Cadw i wrando ar eu gwybodaeth arbenigol.

Croesi Afon Menai

Rydych wedi dweud wrthym bod ardal Afon Menai ac Ardal o Harddwch Naturiol Eithriadol (AHNE) Ynys Môn yn werthfawr iawn i bobl yr ardal ac i ymwelwyr â gogledd Cymru.

Mae'n bwysig iawn ein bod yn penderfynu ar y ffordd orau o roi'r cysylltiad o dan y ddaear.

Rydym yn cynnal llawer o astudiaethau er mwyn deall mwy am yr amgylchedd morol ac arfordirol e.e. astudiaethau am y mathau o greigiau sydd o dan Afon Menai a'r planhigion a'r anifeiliaid sy'n byw ynddi ac ar ei glannau. Bydd hyn yn helpu i leihau effeithiau'r gwaith.

Cewch ddarllen mwy am y gwahanol ffyrdd y gallem groesi Afon Menai yn ein Wylfa-Pentir Route Options Report (manylion ar y cefn).

Compowndiau'r Pennau Selio

Ar gyfer y cyfnod ymgynghori hwn, bydd eich ymateb chi'n ein helpu i ddewis lle i roi'r offer y bydd arnom eu hangen i newid y cysylltiad uwch ben yn un tanddaear, sef compownd pen selio.

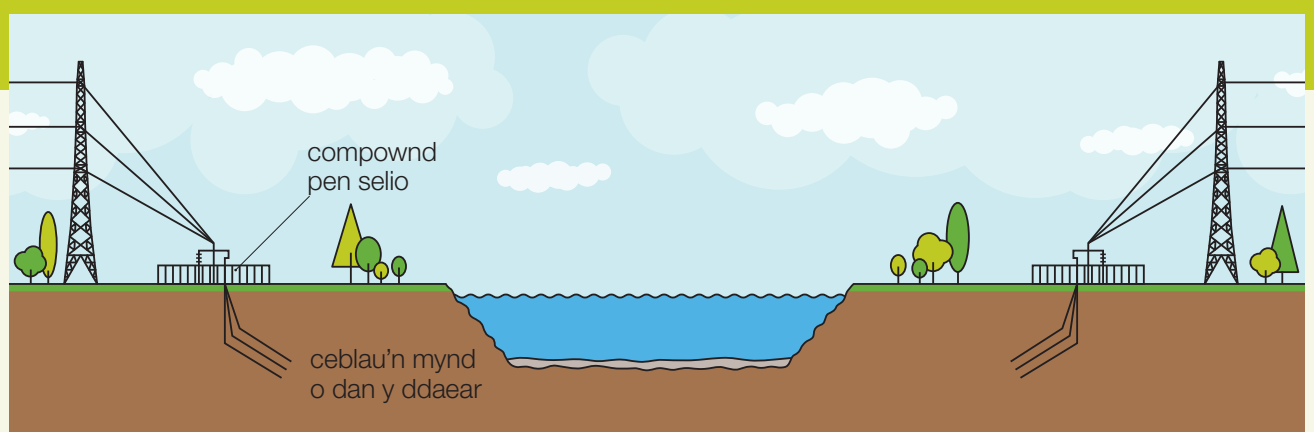


DIAGRAM ENGHREIFFTIOL YW HWN. GALLAI'R UNION GYNLLUN FOD YN WAHANOL.

Mae compownd pen selio'n mesur tuag erw a bydd angen un ar Ynys Môn ac un yng Ngwynedd.

Bydd eich ymateb chi'n ein helpu i ddewis y llwybr a gymerwn at y compowndiau pennau selio.

Rydym wedi gwneud llawer o waith ond mae llawer i'w wneud eto. Pan fyddwn yn gwybod lle i roi'r compowndiau pennau selio, fe edrychwn ar y llwybrau y gallem eu cymryd o dan Afon Menai a'r dechnoleg a ddefnyddiwn i danddaearu'r cysylltiad. Gallwn roi rhagor o wybodaeth i chi a chyfle arall i gynnig eich sylwadau am ein gwaith yn y gwanwyn/haf 2016.



Rhagor o wybodaeth

Mae ein dogfen drosolwg, Hydref 2015 yn rhoi rhagor o wybodaeth i chi am ein hopsiynau ar gyfer y llwybr. Mae hefyd yn rhoi rhagor o wybodaeth am gompowndiau pennau selio, yn cynnwys beth maent yn ei wneud a pha mor fawr ydynt (manylion ar y cefn).

Eich ymateb chi a beth sy'n digwydd nesaf

Mae'ch ymateb chi yn bwysig iawn. Rydych chi'n byw ac yn gweithio yn yr ardal ac yn gallu dweud wrthym beth sy'n bwysig i chi. Mae hefyd yn help i ni wybod a ydym wedi anghofio rhywbeth neu a allem wella rhywbeth.

Mae'n rhaid i ni ystyried eich ymateb ochr yn ochr â llawer o ffactorau pwysig eraill. Mae mwy i ymgynghori na dewis yr opsiwn mwyaf poblogaidd.

Mae'r rhain yn cynnwys canllawiau cynllunio a bennir gan lywodraeth y Deyrnas Unedig a dyletswyddau a nodir gan ein rheoleiddiwr, Ofgem. Mae'r rhain yn sicrhau ein bod yn ystyried pobl, twristiaeth a'r amgylchedd ond ein bod hefyd yn datblygu cynlluniau sy'n rhoi gwerth am arian i ddefnyddwyr.

Ein tasg ni yw canfod y cydbwysedd cywir rhwng yr holl ystyriaethau hyn ond, yn y pen draw, y llywodraeth sy'n penderfynu a ydym wedi gwneud y dewis iawn.

Trwy gydol yr ymgynghoriad, rydym yn esbonio sut y mae'ch ymateb chi wedi dylanwadu ar ein cynlluniau. Os nad ydym wedi gallu derbyn eich awgrymiadau, rydym yn esbonio pam.

Rydych chi'n cyflwyno'ch ymateb erbyn 16 Rhagfyr 2015

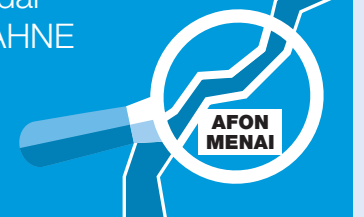
Byddwn yn edrych ar eich sylwadau i'n helpu i benderfynu pa opsiynau i symud ymlaen â nhw. Byddwn hefyd yn ystyried ein cynigion i weld a ydym wedi colli rhywbeth neu a allem wella rhywbeth.



Byddwn yn ceisio cyhoeddi adroddiad ar yr ymateb erbyn haf 2016 i esbonio beth ddywedwyd wrthym ac i ymateb i'r holl themâu a godwyd gennych.



Byddwn yn gwneud rhagor o waith ac yn dod yn ôl i siarad â chi yn y **gwanwyn/haf 2016** am yr hyn y mae angen ei wneud i adeiladu'r cysylltiad tanddaear yn ardal Afon Menai ac AHNE Ynys Môn.



Os cawn ganiatâd, ein nod fydd dechrau adeiladu er mwyn sicrhau bod y cysylltiad ar gael ar gyfer Wylfa Newydd erbyn **canol y 2020au**.



Byddwn yn ystyried yr holl ymateb a gawn ac yn ystyried a oes newidiadau y dylem eu gwneud. Yna, ein nod fydd anfon ein cais cynllunio at lywodraeth y Deyrnas Unedig yn 2017.



Byddwn yn cynnal yr ymgynghoriad terfynol, hyd y gwyddom, yn yr **hydref/gaeaf 2016**. Byddwn yn dweud lle credwn y gallai ein hoffer fynd a rhoi rhagor o wybodaeth am sut y byddwn yn adeiladu'r cysylltiad.



Dogfennau Defnyddiol

Bydd copiâu o'r dogfennau hyn ar wefan y prosiect neu gallwch gysylltu â ni i ofyn am gopi:

- **Feedback Report, Mehefin 2014:** mae'n rhoi crynodeb o'r holl themâu a godwyd gennych chi yn ystod ein hymgynghoriad cyntaf, a'n hymatebion ni.
- **Need Case, Ionawr 2015:** mae'n esbonio pam y mae angen prosiect Cysylltiad Gogledd Cymru a'r gwaith y mae angen i ni ei wneud.
- **Llyfryn Gwybodaeth, Ionawr 2015:** mae'n esbonio sut yr edrychom ar yr holl opsiynau a gwneud ein penderfyniad am goridor y llwybr

- **Strategic Options Report, Ionawr 2015:** mae'n esbonio rhagor am yr opsiynau yr ydym wedi edrych arnynt ar gyfer y cysylltiad. Mae hefyd yn esbonio pam nad ydym wedi dewis cysylltiad tanfor a sut y mae'ch ymateb wedi helpu i ddylanwadu ar ein gwaith.

- **Wylfa-Pentir Preferred Route Corridor Selection Report, Hydref 2015:** mae'n esbonio sut y penderfynwyd ar y coridor llwybr yr ydym yn ei ffafrio ar gyfer y cysylltiad newydd.

- **Wylfa-Pentir Route Options Report, Hydref 2015:** mae'n esbonio sut yr ydym wedi penderfynu ar yr opsiynau ar gyfer llwybr y cysylltiad newydd.

- **Trosolwg, Hydref 2015:** mae'n rhoi trosolwg o'r prosiect, yr opsiynau yr ydym wedi edrych arnynt a'r opsiynau ar gyfer llwybr y cysylltiad newydd.



Cysylltu â ni:

Gallwch gofrestru ar ein gwefan i gael y newyddion diweddaraf neu gysylltu fel a ganlyn:



Mynd i wefan y prosiect:
www.nationalgrid.com/cysylltiadgogleddcymru



Anfon neges ebost i:
nationalgrid@cysylltiadgogleddcymru.com



Ysgrifennu i'n cyfeiriad rhabost:
**FREEPOST NATIONAL GRID
NW CONNECTION**



Ffonio ein rhif rhadffôn:
0800 990 3567 9am - 5pm Llun – Gwener
neu adael neges y tu allan i'r oriau hyn



Cofrestru ar gyfer negeseuon testun:
Tecstiwch **NGCYM** i **80800**

Is-orsaf yr Wylfa

Adran 1: O'r Wylfa i Rosgoch

Mae'r llwybr yn dechrau yn yr Wylfa ac yn mynd i gyfeiriad Rhosgoch. Wrth adael yr is-orsaf, mae'r llinell newydd yn cadw i'r dwyrain. Etallai y bydd angen i ni symud y llinell bresennol, yn dibynnu ar ddyuniad terfynol yr is-orsaf. Byddai hynny'n dylanwadu ar union leoliad y llinell newydd.

Rydym yn cynnig bod y llwybr yn rhedeg i'r dwyrain o'r llinell bresennol wedyn i leihau'r effaith ar Lanfechell. Mae'r llwybr yn osgoi'r siambr gladdu hanesyddol rhwng Tregale a Lanfechell ac yn cadw mor bell ag y bo modd o Ardal Tirwedd Arbennig (ATA) arfaethedig Mynydd Mechell.

Yn yr adran hon, mae dau lwybr posibl (1A ac 1B), sy'n rhoi gwahanol gyfleoedd i ni reoli'r effaith ar eiddo unigol gerllaw.

Adran 2: O Rosgoch i Landyfydog

Dyma'r adran lle mae cymunedau Rhosgoch, Rhoysbol, Capel Parc a Llandyfydog. Mae'n cynnwys Ardal Tirwedd Arbennig (ATA) arfaethedig Mynydd Parys a chronfa ddŵr Llyn Alaw. Mae'r gronfa'n Safle o Ddiddordeb Gwyddonol Arbennig (SoDdGA) ac yn boblogaidd gan ymwelwyr.

Fe wnaethoch chi ofyn i ni osgoi amgylchynu pentrefi ac ystyried cymunedau'n ofalus. Rydym ni wedi gwrandao ac mae'r dewis ar gyfer y llwybr dwyreiniol (2C) yn cadw mor agos ag y gallwn at y llinell bresennol, gan osgoi amgylchynu Rhosgoch a Rhoysbol.

Mae gennym ddau ddeus posibl ar gyfer y llwybr yn ardal Llyn Alaw. Trwy gadw opsiwn 2A mor syth ag y bo modd, mae'n helpu i leihau'r effaith weledol ac yn cadw pellter cyfartal rhwng y gronfa ddŵr a nifer o dai ac ati. Mae opsiwn 2B yn nes at y llinell bresennol ac yn bellach o'r gronfa ddŵr, ond yn nes at nifer o dai ac ati.

Adran 3: O Landyfydog i'r B5110 i'r gogledd o Dalwrn (opsiynau ardal Capel Coch)

Y pentrefi agosaf yn yr adran hon yw Llandyfydog, Capel Coch a Llanddyfnan. Mae'r llinell uwch ben bresennol yn pasio trwy Ardal Cadwraeth Arbennig (ACA) Corsydd Môn ac yn agos at Ardal o Harddwch Naturiol Eithriadol (AHNE) Ynys Môn.

Mae'r adran hon yn arbennig o annatlygedig. Felly, yn ogystal â chynnig llwybrau posibl sy'n cadw'n agos at y llinell bresennol, rydym wedi cynnig opsiwn (3A) sy'n symud allan lawer ymhellach i'r gorllewin na'r llinell bresennol. Mae hyn yn golygu y gallwn gadw'r llwybr yn ddigon pell o Corsydd Môn ac yn ddigon pell i'r gorllewin o Capel Coch i'w rhoi'n teimlad bod y pentref wedi'i amgylchynu. Ond byddai'r llwybr hwn yn golygu rhoi ein hoffer mewn ardal lle na fu gennym offer o'r blaen.

Ni fyddai yr un o'r llwybrau posibl yr ydym yn eu cynnig yn golygu bod angen gwneud gwaith yng Nghorsydd Môn.

Ein digwyddiadau

Gobeithio y gwelwn ni chi mewn un o'n digwyddiadau, lle bydd aelodau'r tîm wrth law i ateb eich cwestiynau.

Dydd Mawrth 3 Tachwedd, 1.30pm–7.30pm
Canolfan Ebenseser, Stryd y Bont, Llangefni, LL77 7FN

Dydd Mercher 4 Tachwedd, 1.30pm–7.30pm
Gwesty Tre-Ysgawen, Capel Coch, LL77 7UR

Dydd Gwener 6 Tachwedd, 1.30pm–7.30pm
Neuadd Bentref Cemaes, Stryd Fawr, Cemaes, LL67 0HL

Dydd Sadwrn 7 Tachwedd, 10am–4pm
Neuadd Gymuned Ysgol Rhoysbol, LL68 9FP

Dydd Mawrth 10 Tachwedd, 1.30pm–7.30pm
Gwesty'r Celt, Caernarfon, LL55 1AY

Dydd Mercher 11 Tachwedd, 1.30pm–7.30pm
Neuadd Bentref Rhiwlas, LL57 4GA

Dydd Gwener 13 Tachwedd, 1.30pm–7.30pm
Neuadd Bentref Talwrn, LL77 7ST

Dydd Sadwrn 14 Tachwedd, 10am–4pm
Ysgol Llanfairpwll, Ffordd Caerybi, LL61 5TX

Dydd Mawrth 17 Tachwedd, 1.30pm–7.30pm
Neuadd y Dref Caerybi, LL65 1HN

Dydd Mercher 18 Tachwedd, 1.30pm–7.30pm
Canolfan Gymunedol Goffa'r Rhyfel, Porthaethwy, Stryd y Dŵr, LL59 6DD

Dydd Gwener 20 Tachwedd, 1.30pm–7.30pm
Neuadd Goffa Amlwch, LL68 9ET

Dydd Sadwrn 21 Tachwedd, 10am–4pm
Neuadd Goffa Y Felinheli, LL56 4XD

Dydd Llun 23 Tachwedd, 1.30pm–7.30pm
Canolfan Esceiffog, Gaerwen, LL60 6DD

Dydd Mawrth 24 Tachwedd, 1.30pm–7.30pm
Capel Berea Newydd, Bangor, LL57 2AJ

Dydd Mercher 25 Tachwedd, 2.30pm–7.30pm
Ysgol Gymuned Llanfechell, LL68 9SA

Dydd Sadwrn 28 Tachwedd, 10am–4pm
Ysgol Gymuned Llanerch-y-medd, LL71 8DP

Adran 4: O'r B5110 sy'n rhedeg i'r gogledd o Dalwrn i ardal i'r gorllewin o Star

Mae'r adran hon yn dilyn y llinell bresennol rhwng Talwrn yn y dwyrain a Llangefni yn y gorllewin ac mae'n rhedeg i lawr i'r gorllewin o Star.

Dywedoch wrthym y dylem osgoi effeithio ar Dalwrn. Rydym wedi gwrandao ac nid ydym yn cynnig llwybr ar ochr ddwyreiniol y llinell bresennol, er mwyn ceisio cadw mor bell ag y gallwn o'r pentref.

Ar y darn hwn o'r llwybr y mae safle bywyd gwyllt Coed Gylched hefyd a Safle o Ddiddordeb Gwyddonol Arbennig (SoDdGA) Caeau Talwrn.

Cynnigir dau lwybr posibl yn yr adran hon (4A a 4B), y ddau ohonynt i'r gorllewin o'r llinell bresennol. Mae yn y cadw'n agos at y llinell bresennol (4B). Etallai y bydd angen torri nifer o goed neu addasu'r coetir ar safle bywyd gwyllt Coed Gylched os dewiswn y llwybr hwn. Mae'r llall (4A) yn symud ymhellach i'r gorllewin er mwyn osgoi eiddo unigol a safle bywyd gwyllt Coed Gylched.

Adran 5: O ardal i'r gorllewin o Star i Bentir

Dywedoch wrthym fod ardal Afon Menai yn bwysig iawn i gymunedau lleol a thwrystiaid. Rydym yn rhoi'r cysylltiad o dan y ddaear yma.

Rydym yn dal i ystyried sut y gallwn groesi Ardal o Harddwch Naturiol Eithriadol (AHNE) Ynys Môn ac Afon Menai.

Er mwyn newid o linell uwch ben i gebi tanddaear, bydd angen adeiladu compownd pen selio, tuag erw o faint. Byddai angen un ar Ynys Môn ac un yng Ngwynedd. Rydym wedi canfod pum ardal chwilio ar gyfer y rhain. Mae pob un ohonynt y tu allan i'r AHNE ac yn osgoi Plas Newydd a Pharciau a Gerddi Rhestredig Stad y Faenol.

Rydym wedi ystyried llawer o bethau fel y dirwedd, golygfeydd, cymunedau lleol a'r seilwaith presennol i'n helpu i ganfod ardaloedd chwilio a fyddai'n sicrhau bod ein gwaith yn cael cym lleied o effaith ag y bo modd. Rydym hefyd wedi chwilio am ardaloedd y gallwn eu sgrinio â choed.

Mae pum llwybr posibl ar gyfer llinellau uwch ben (5A-5E) i gyrraedd y compowndiau pennau selio ar Ynys Môn. A thri llwybr o'n compowndiau pennau selio yng Ngwynedd (5F-5H) i'n his-orsaf ym Mhentir. Gall y llwybrau posibl yn yr adran hon newid pan wyddom fwy am sut y gallwn groesi Afon Menai a lle y gallwn roi compownd pen selio.

Canolfannau gwybodaeth

Yn ein canolfannau gwybodaeth, cewch gopi o'n Strategaeth Ymgynghori, y Ddogfen Drosolwg, y Ffurflen Ymateb, Newyddion y Prosiect a'r ddogfen Holli ac Ateb.

Ynys Môn

Llyfrgell Amlwch, Lôn Parys, LL68 9AB
Canolfan Gymunedol Brynteg, LL78 8JN
Canolfan Iorwerth Rowlands, Steeple Lane, Bismares, LL58 8AE

Y Ganolfan Brynsiencyn, LL61 6HZ
Llyfrgell Cemaes, Lôn Glascoed, Cemaes, LL67 0HN

Canolfan Esceiffog, Gaerwen, LL60 6DD
Llyfrgell Caerybi, Newry Fields, LL65 1LA

Neuadd y Plwyf Llandegfan, LL59 5JL
Neuadd Goffa Llanfairpwll, LL61 5JB

Ysgol Gymuned Llanfechell, LL68 9SA
Llyfrgell Llangefni, Lôn y Felin, LL77 7RT

Llyfrgell Porthaethwy, Ffordd y Ffair, LL59 5AS
Neuadd Bentref Penmynydd, LL61 6PG

Neuadd Gymuned Ysgol Rhoysbol, LL68 9PP
Siop Bodeliio, Talwrn, LL77 7ST

Canolfan Ymwelwyr Wylfa, Gorsaf Bŵer Wylfa, Cemaes, LL67 0DH

Gwynedd
Llyfrgell Bangor, Ffordd Gwynedd, LL57 1DT

Llyfrgell Caernarfon, Lôn Pafiliwn, LL55 1AS
Neuadd Bentref Rhiwlas, LL57 4GA

Canolfan Iechyd Y Felinheli, LL56 4RX

Mae copiau cyfeirio o'n dogfenau technegol, ein Strategaeth Ymgynghori, ein Trosolwg, ein Ffurflen Ymateb, Newyddion y Prosiect a'r ddogfen Holli ac Ateb i'w cael mewn nifer o ganolfannau cyhoeddus. Mae'r manylion i'w gweld ar ein gwefan neu gallwch roi caniad i ni (manyllion ar y cefn).

Allwedd

Opsiynau ar gyfer llwybr y llinell uwch ben 100m o led

- Adran 1
- Adran 2
- Adran 3
- Adran 4
- Adran 5

Llinell uwch ben 400kV bresennol National Grid

- Ardal chwilio llwybr y cebi tanddaear
- Ardal chwilio ar gyfer compownd pen selio a chysyllti llwybrau'r llinell uwch ben a'r cebi tanddaear

Ardal lle gallai'r llinell newydd ochrau

Ar y rhan fwyaf o'r llwybr, rydym yn bwriadu cadw'r llinell newydd a'r llinell bresennol yn agos at ei gilydd. Ond does dim rhaid i ni gadw ar yr un ochr i'r llinell bresennol trwy'r llwybr cyfan.

Os bydd angen i ni newid o'r naill ochr i'r llall, er mwyn osgoi adeilad neu goetir etallai, gallwn wneud hynny.

Rydym wedi gweld sawl lle ar hyd y llwybr lle rydym yn credu y byddai angen gwneud hyn. Gallwch ddarllen mwy yn ein Trosolwg ar dudalen 17.



6.2.11

Appendix 11

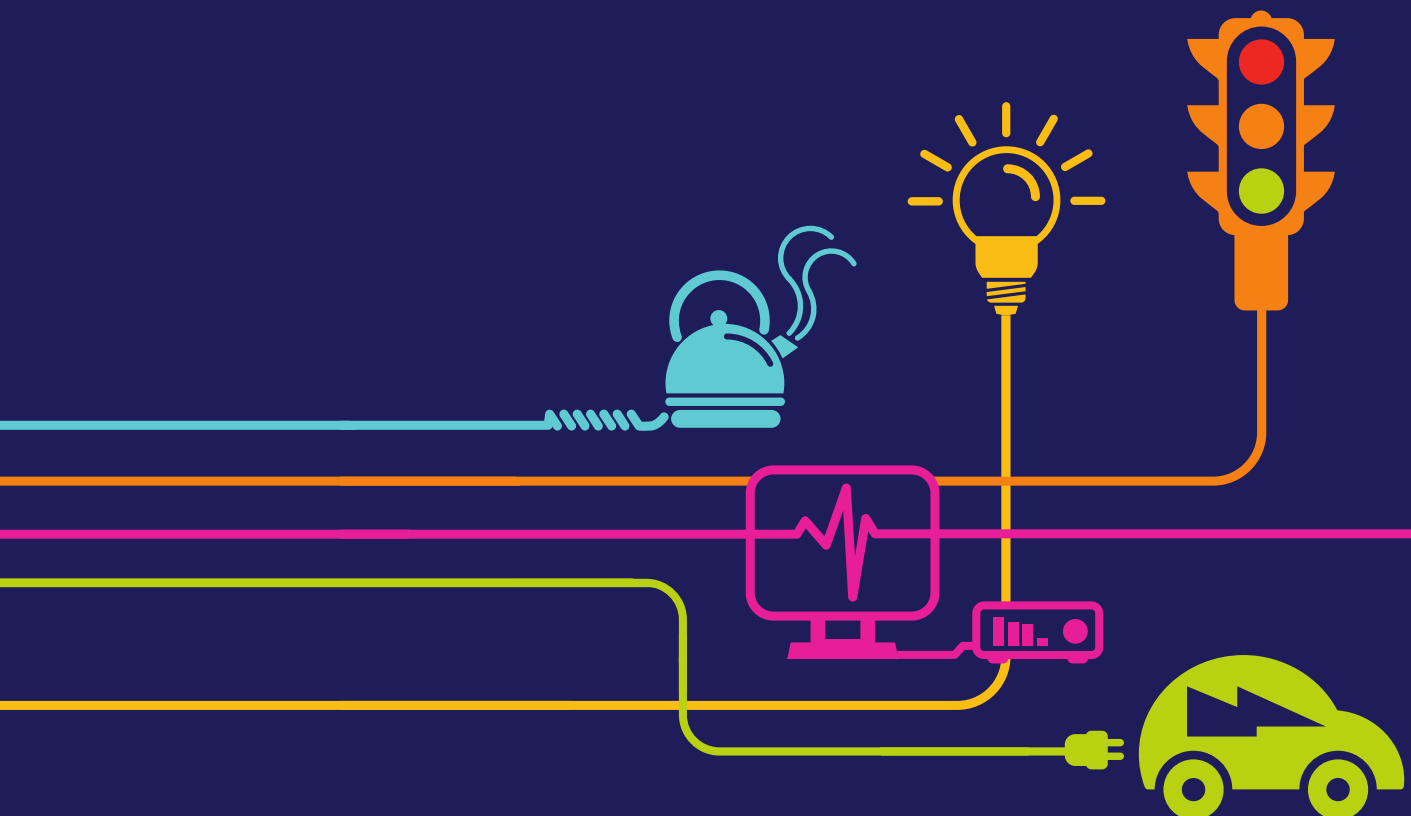
Stage Two Consultation Feedback Report May 2016

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Stage 2 Consultation Feedback Report

North Wales Connection Project

This report sets out our response to feedback received in relation to our Stage 2 consultation held in 2015. The themes raised by people and organisations have been read, recorded and analysed, and a response provided by the Project team.



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EXECUTIVE SUMMARY

Project Background

In North Wales, a new electricity connection from Wylfa on the Isle of Anglesey to the mainland transmission system is needed to allow the export of power from Horizon's proposed new nuclear power station. National Grid has contractually agreed to connect Wylfa Newydd to the transmission system by 2024/25. The need for the project is addressed in more detail in National Grid's updated Project Need Case report (January 2015).

During the Stage 1 consultation (which ran from 3 October 2012 to 18 January 2013), National Grid consulted on strategic options, the preferred strategic option and route corridor options for the new connection. Following a review of the Stage 1 consultation feedback and further assessment work, National Grid announced a preferred route corridor for the development of a new electricity transmission line between the existing Wylfa substation on Anglesey and the existing National Grid substation at Pentir in Gwynedd. National Grid also confirmed that the connection would be underground at the Anglesey Area of Outstanding Natural Beauty (AONB) and the Menai Strait. This decision was based upon the appraisal work recorded in the Wylfa to Pentir Preferred Route Corridor Selection Report (October 2015). The Strategic Options Report (January 2015) explains in more detail why National Grid chose to progress with an overhead line connection across Anglesey and undergrounding at the Menai Strait.

Subsequently, National Grid identified potential route options, within the preferred route corridor. 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.

Stage 2 Consultation

Route options were presented at the Stage 2 consultation, together with search areas for the sealing end compounds required for crossing the Menai Strait. Further information on the selection of the route options and sealing end compound search areas can be found in the Wylfa to Pentir Route Options Report (October 2015).

During the Stage 2 consultation (which ran from 21 October 2015 until 16 December 2015) copies of our Project Newsletter and Overview Document were sent to households on Anglesey and in Gwynedd within the consultation zone. The Project Newsletter and Overview Document provided information on our plans and how people could take part in the consultation process. A total of 16 public exhibitions were held where people were able to view National Grid's proposals and talk to the Project team. Copies of all consultation documents, key technical documents and a film on why a subsea connection has not been progressed were also made available on a USB memory stick. All materials available at the exhibitions were also available on the Project website:

www.nationalgrid.com/northwalesconnection and www.nationalgrid.com/cysylltiadgogleddcymru.

Feedback

The views of local people, organisations and bodies are very important to us. We received 2,076 pieces of feedback during this stage of consultation, including 15 responses from technical stakeholders. Every feedback form, letter and email received was recorded and analysed and the themes raised have been responded to in this Feedback Report. National Grid continue to consider all of the feedback received as part of our ongoing design and assessment work.

Through analysis of the feedback received, a series of key themes and more specific sub themes were identified. The feedback received in relation to each theme has been summarised in the Feedback Report and in each case, the summary is followed by a response from National Grid.

General Comments on the Project and the Strategic Options

The most common themes identified from feedback received on the Project in general, including the strategic options, are support for the use of a subsea or fully underground connection and questions regarding the cost of the options considered. Many respondents express opposition to the proposals overall and note their general dissatisfaction with the choice of an overhead route, some requesting that the underground and/or subsea options be reconsidered. Cost is most frequently discussed in relation to the potential use of alternative connection technologies in place of an overhead line. Some respondents also suggest that there has been too much focus on the overall cost of the Project in developing the proposals.

National Grid undertakes a long and complex process when developing proposals to connect new sources of energy generation like Wylfa Newydd. Our objective is to strike the right balance between all of the different things we have to consider. A number of alternatives to the use of an overhead line were considered and appraised through the detailed strategic options appraisal phase of the project as reported in the Strategic Options Report (January 2015).

Whilst the use of underground cables is more technically challenging than an equivalent overhead line, of more significance are the high cost differences between overhead lines and underground cables and the nature of the environmental and community effects that each might cause.

A subsea connection presents a major technical challenge and would cost hundreds of millions of pounds more than our proposed overhead line option. Cost is important as everything we spend is passed on to all of us through our energy bills. That is why the UK government and our regulator Ofgem require us to develop proposals which represent value for money for consumers.

National Grid will continue to back-check the overhead line connection option selected against the alternative strategic options to ensure that the most appropriate overall solution is taken forward. Ultimately, it is the UK government who decides if we have struck the right balance between all of the different things we have to consider and whether our proposals should be given consent.

Comments on Sections 1 to 5 of the Route Options

Beyond the calls for the whole route to be placed underground, the most common themes identified from feedback received on the route options presented for Sections 1 to 5 include support or opposition for one or more of the options and concerns regarding the effect of an additional overhead line.

Some respondents express explicit preference or opposition to one of the proposed routes. The reasons cited are often environmental or socio-economic concerns. The most common environmental concern is the potential visual impact of overhead lines and the effect that has on both the landscape and people. Other concerns raised include effects on cultural heritage assets in the area and potential impacts on habitats and species.

The potential impact on communities and individual properties in close proximity to the overhead line is one of the key socio-economic concerns raised throughout the consultation feedback. Many respondents are concerned about the impact on private views and on the health of residents. A large number of respondents raise concern over the impact the proposed connection would have on local businesses and the tourism sector as a result of visual impacts.

The effect of the Project upon the environment experienced by local residents is an important consideration and National Grid understands the concerns that local residents will have about the proposals. In accordance with National Grid's guidance on the siting and routeing of infrastructure, the route options were chosen to avoid residential areas as far as possible.

The potential environmental and socio-economic effects of the Project, including potential effects on tourism and businesses, are being considered throughout the route selection and design process, and will be

assessed through the Environmental Impact Assessment process. A Preliminary Environmental Information Report (PEIR) will be provided as part of the statutory consultation commencing later in 2016.

National Grid gives health considerations a high priority in the process used to develop proposals for new electricity circuits. We take compliance with independent governance very seriously and assessment of compliance with national guidance and policies is key to our approach. National Grid adheres to strict safety guidance in the operation of its infrastructure (e.g. minimum safety distances) and will work with the relevant authorities to ensure the safety of local communities, wildlife and the infrastructure itself.

We are committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. We are happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Comments on the Stage 2 Consultation

Some respondents express support for the consultation process stating that it was well organised and gave them an opportunity to express their views. Others raise concerns regarding individual elements of the process such as the event locations, the information provided or materials used. However, 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 1 Consultation despite widespread support for a subsea route at that stage and significant opposition to an additional overhead line.

A consultation strategy was developed with input from Isle of Anglesey County Council and Gwynedd Council who approved our recommendation for 16 events across a ten week consultation period. We organised events in a spread of locations across the Project area, that ran in afternoons and evenings and included weekend events to make sure as many people as possible were able to attend.

We provided different materials for people requiring different levels of information, and made documents like our newsletter and Overview as clear and concise as possible. For those who sought more detailed technical information, documents like our Wylfa to Pentir Route Options Report (October 2015) were available online and at events and local libraries.

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Whilst important, the decision on which route option to progress cannot be made solely based on the opinions of local residents and stakeholders. When designing new routes National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations.

Feedback Received between Stage 1 and Stage 2 Consultations

Following finalisation of the Stage 1 Feedback Report in June 2014, National Grid continued to receive feedback and questions on our proposals. Feedback received in this period between the Stage 1 and Stage 2 consultations has been reviewed and considered in full, and responses provided to the themes raised. In general, the feedback received contains similar themes to those identified within the Stage 2 consultation feedback.

Summary

National Grid welcomes the level of engagement provided by respondents during the Stage 2 consultation and recognises that it takes time and effort to make considered responses. All feedback received has been reviewed and considered in full. The comments made, along with further design, assessment and technical work will be used to inform the route selection process.

PART I: INTRODUCTION AND BACKGROUND

Part I comprises the introductory chapters of the report, chapters 1 to 5. **Chapter 1, Introduction**, sets out the purpose of the Consultation Feedback Report, the background to National Grid and our commitment to stakeholder and public engagement. **Chapter 2, Using this Consultation Feedback Report**, explains the report structure and how to navigate the report. **Chapter 3, Background to the Proposals**, summarises the background to the Project and the consultation which has been undertaken to date. **Chapter 4, Stage 2 Consultation and Engagement**, details the Stage 2 consultation process, explaining how and when the consultation was undertaken and who was consulted. Finally, **Chapter 5, Feedback Mechanisms**, sets out the processes used to collect, process, analyse and summarise the feedback received in response to the Stage 2 consultation.

CHAPTER 1: INTRODUCTION

1 INTRODUCTION

1.1 Purpose of the Report

1.1.1 This Consultation Feedback Report has been prepared by National Grid. It presents a summary of the representations received during the Stage 2 consultation for National Grid's North Wales Connection Project (the Project). This document summarises the issues raised by consultees and sets out National Grid's responses. Whilst this Consultation Feedback Report provides responses to consultation received, it does not detail how the representations received during the consultation have influenced, and continue to influence, the design process. The route selection process, including how feedback has influenced this, will be reported separately at a later date.

The Stage 2 consultation took place between 21 October and 16 December 2015. During this period National Grid sought the views of statutory and non-statutory consultees, members of the public and other interested parties on overhead line route options from the substation at Wylfa to the substation at Pentir, sealing end compound search areas on each side of the Menai Strait, and the consultation process. The Stage 2 consultation followed a previous round of consultation (Stage 1) on strategic options, a preferred connection option and route corridor options. The themes and issues identified in the Stage 1 consultation feedback and National Grid's response to them can be found in the Stage 1 Feedback Report which can be found on the North Wales Connection website:

www.nationalgrid.com/northwalesconnection and www.nationalgrid.com/cysylltiadgogleddcymru

1.1.2 Whilst the Stage 2 consultation was a non-statutory consultation, and therefore not intended to fulfil the statutory consultation requirements contained within Section 37 and Section 47 of the Planning Act 2008, the requirements of the Planning Act 2008 were considered. Stage 2 consultation provided stakeholder organisations and the public with an opportunity to shape the design of the Project.

1.1.3 Together, the Feedback Reports for consultation Stages 1 and 2 will inform the preparation of a Project Consultation Report which will be submitted in support of an application for development consent in accordance with Section 37(3)(c) of the Planning Act 2008. The Project Consultation Report is required as part of the application to the Secretary of State for Energy and Climate Change via the Planning Inspectorate for a Development Consent Order (DCO) under the Planning Act 2008.

1.1.4 In preparing the Stage 2 consultation and this Consultation Feedback Report, regard has been given to guidance and advice notes prepared by the Planning Inspectorate and Government, in particular the Department for Communities and Local Government (DCLG) Guidance on pre-application consultation under the Planning Act 2008.

1.2 Background to National Grid

1.2.1 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.

1.2.2 National Grid's high voltage electricity system which operates at 400,000 (400kV) and 275,000 (275kV) volts, is made up of approximately 22,000 pylons with an overhead line route length of 4,500 miles, 420 miles of underground cable and 337 substations. Separate regional companies

own and operate the electricity distribution networks that comprise overhead lines and cables at 132,000 (132kV) volts and below. It is the role of these local distribution companies to distribute electricity to homes and businesses.

1.3 National Grid's Commitment to Engagement

1.3.1 Stakeholder and public involvement is an important component of the UK planning system. Legislation and government guidance aims 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.

1.3.2 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 is committed to engaging those communities affected by its proposals in effective and meaningful consultation as reflected in its Stakeholder, Community and Amenity Policy 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 and community 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:

- a) we will seek to identify and understand the views and opinions of all the stakeholders and communities who may be affected by our works;*
- b) we will 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) we will endeavour to enable constructive debate to take place, creating open and two-way communication processes;*
- d) we will 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) we will utilise appropriate methods and effort in engaging stakeholders and communities, proportionate to the scale and impact of the works;*
- f) we will provide feedback on how views expressed have been considered and the outcomes of any engagement process or activity."*

1.3.3 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 routing of new electricity transmission lines' (2012).

CHAPTER 2: USING THIS CONSULTATION FEEDBACK REPORT

2 USING THIS CONSULTATION FEEDBACK REPORT

2.1 Introduction

2.1.1 This chapter sets out the structure of the Consultation Feedback Report, summarises the content of each Part (I to VI) and each Chapter and provides guidance to the reader on navigating the report.

2.2 Structure of the Report

2.2.1 The Consultation Feedback Report is divided into six parts with individual chapters within each of these six parts. There are a total of 21 chapters within this Consultation Feedback Report.

2.2.2 Feedback from technical stakeholders has been summarised and responded to separately to feedback from non-technical stakeholders and the public. Feedback from technical stakeholders (including local authorities and statutory bodies) is set out in Part II of this report. Feedback from non-technical stakeholders and the public is addressed in Part III of this report.

2.2.3 Within each chapter there are theme headings which have been derived from the themes which emerged from Stage 2 consultation feedback. Under each theme there are a number of more specific sub topics which set out a summary of the consultation feedback received in relation to that topic, issue or concern. National Grid's responses are set out in colour coded boxes below these summaries. The chapter headings and colour coded response boxes within Part II and Part III of the Consultation Feedback Report use the same colours as those presented during the Stage 2 consultation for the route sections (Sections 1 to 5).

2.2.4 The Consultation Feedback Report is structured as follows:

Part I – Introduction and Background

Chapter 1: Introduction - introduces the purpose of the report and its aim. A brief summary is provided on the background to National Grid and National Grid's commitment to engagement.

Chapter 2: Using this Consultation Feedback Report - (this chapter) sets out the structure of the report and explains how the reader can navigate the report.

Chapter 3: Background to the Proposals - provides an overview of the Project, the background to it, including the need for the Project, and an outline of the consultation undertaken to date.

Chapter 4: Stage 2 Consultation and Engagement - sets out an overview of the Project consultation process and explains how this report fits into that process. This Chapter explains the methods of engagement and consultation and details what National Grid consulted on and when, who and how National Grid consulted.

Chapter 5: Feedback Mechanisms – explains the methods used for processing and analysing the feedback received and reporting on the issues and themes raised. Chapter 5 also details the process of quality assurance and summarises the level of participation during the consultation.

Part II – Feedback from Technical Stakeholders

Part II of the Consultation Feedback Report presents the analysis of responses from the 15 technical stakeholders who responded to the consultation. It contains **Chapters 6 to 12**, which set out a summary of the representations received from consultees, including local authorities and statutory bodies. These chapters report National Grid's responses to the issues raised during consultation. The chapters are ordered in the following way:

- **Chapter 6: Feedback received on the overall project and work undertaken to date (non section specific)**
- **Chapter 7: Feedback received on Route Section 1**
- **Chapter 8: Feedback received on Route Section 2**
- **Chapter 9: Feedback received on Route Section 3**
- **Chapter 10: Feedback received on Route Section 4**
- **Chapter 11: Feedback received on Route Section 5**
- **Chapter 12: Feedback received on the consultation undertaken**

Part III – Feedback from Non-Technical Stakeholders and the Public

Part III of the Consultation Feedback Report presents the analysis of responses from members of the public and non-technical stakeholders (including representative organisations such as the Community Councils). It contains **Chapters 13 to 19** which report National Grid's responses to the issues raised by these respondents during consultation. The chapters are ordered in the following way:

- **Chapter 13: Feedback received on the overall project and work undertaken to date (non section specific)**
- **Chapter 14: Feedback received on Route Section 1**
- **Chapter 15: Feedback received on Route Section 2**
- **Chapter 16: Feedback received on Route Section 3**
- **Chapter 17: Feedback received on Route Section 4**
- **Chapter 18: Feedback received on Route Section 5**
- **Chapter 19: Feedback received on the consultation undertaken**

Part IV – Feedback Received between Stage 1 and Stage 2 Consultations

Chapter 20: Feedback Received between Stage 1 and Stage 2 Consultations - sets out a summary of the representations received after production of the Stage 1 Feedback Report in June 2014 and before the start of Stage 2 consultation period in October 2015, together with National Grid's response.

Part V – Summary

Chapter 21: Summary - provides an overview of the key themes which have emerged from the consultation feedback and details the next steps for the Project.

Part VI – Appendices

- **Appendix A:** List of supporting reports and information
- **Appendix B:** Abbreviations list
- **Appendix C:** Stage 2 Consultation zone map, list of project information points and list of locations and dates of public exhibitions
- **Appendix D:** Stage 2 Consultation feedback form
- **Appendix E:** Stage 2 Consultation adverts
- **Appendix F:** Coding framework and frequency table

2.2.5 To reduce repetition within this Consultation Feedback Report, where relevant, we have referenced other supporting reports and Project documentation which contains further detail about the Project, work undertaken to date and decisions made. A list of all the supporting documentation and where readers can find each item is set out at **Appendix A** of this Consultation Feedback Report.

2.3 Navigation through the Report

2.3.1 All of the feedback received during the Stage 2 consultation is summarised and responded to within Part II (Technical Stakeholders) and Part III (Non-Technical Stakeholders and the Public) of this report. The first point of navigation for the reader is to navigate to either Part II or Part III.

2.3.2 Within both Part II and Part III, individual chapters set out the feedback received on the overall Project and work undertaken to date, followed by feedback on each of the route options within route sections 1 to 5 and lastly feedback received on the consultation itself.

2.3.3 The chapter headings and colour coded response boxes within Part II and Part III of the Consultation Feedback Report use the same colours as those used for the Stage 2 Consultation route sections. This is intended to aid the reader in navigating the report. For example, if the reader would like to read about feedback from the public in relation to route option 1A in Section 1 of the route, they should navigate to Chapter 14 (Feedback received on Route Section 1) within Part III of the report (Feedback from Non-Technical Stakeholders and the Public). The colour code for Chapter 14 (Feedback received on Route Section 1) is purple.

2.3.4 The data processing and analysis (described further in Chapter 4) identified all themes and sub-themes within the feedback received. The summaries of the feedback and responses from National Grid have been categorised under these themes and sub-themes within the chapters contained in Part II and III. The themes and sub-themes are outlined in the table below.

2.3.5 It should be noted that where a theme or sub-theme has been omitted from a Chapter, this means that no feedback was received in relation to that theme or sub-theme. For example, in relation to route section 1, no member of the public or non-technical stakeholder provided comments in relation to the sub-theme 'Impact on Water Environment and Flooding', therefore this sub-theme is not listed in Chapter 14.

Theme	Sub-themes
Chapters containing feedback received on the overall project and work undertaken to date	
Project principles and processes	Comments on the Need Case
	Comments on Timescales
	Comments on Legal Issues
Strategic options	Comments on Overhead Lines and Selection Process
	Comments on Subsea
	Comments on a Hybrid Connection
Route corridor and options	Comments on the Proposals Overall
	Comments on the Existing Line
	Comments on Undergrounding
Cost	Comments on Overall Project Cost
	Comments on the Cost of Undergrounding
	Comments on the Cost of Subsea
Engineering, Design and Construction	Impact of Construction
	Comments on Pylon Type
	Comments on Maintenance
	Comments on Access
Environment	Impact on Biodiversity and Wildlife
	Impact on Landscape and Views
	Impact on Cultural Heritage
	Impact on Water Environment and Flooding
	Impact on Noise Levels
	Contaminated Land
Socio-economic	Impact on Properties/Communities
	Job Creation/ Community Benefits
	Impact on Business/ Tourism/ Local Economy
Health, Safety and Security	General Health Concerns

Theme	Sub-themes
	Safety Considerations
Mitigation Measures	General
	Socio-economic Mitigation Measures
	Environmental Mitigation Measures
Chapters containing feedback received on Route Sections 1 and 5	
General Comments	Overhead Lines / Underground
	Support and Opposition
	Swap Over Areas
	Other Comments
Engineering, Design and Construction	Construction Process
	Impact of Construction
	Comments on Existing Infrastructure
	Comments on Maintenance
	Access and Traffic/Transport
Environment	Impact on Biodiversity and Wildlife
	Impact on Landscape and Views
	Impact on Cultural Heritage
	Impact on Noise Levels
	Impact on Water Environment and Flooding
	Contaminated Land
Socio-economic	Impact on Properties/ Communities
	Job Creation/ Community Benefits
	Impact on Business/ Tourism/ Local Economy
Health, Safety and Security	General Health Concerns
	Safety Considerations
	Impact on Aviation
Mitigation Measures	General

Theme	Sub-themes
	Socio-economic Mitigation Measures
	Environmental Mitigation Measures
Chapters containing feedback received on the consultation	
Comments on Events	N/A
Comments on Information	N/A
Comments on Materials	N/A
Comments on the Consultation Process	N/A
Suggestions for Improvement	N/A
Requests for more information / further studies	N/A

CHAPTER 3: BACKGROUND TO THE PROPOSALS

3 BACKGROUND TO THE PROPOSALS

3.1 Introduction

3.1.1 This chapter summarises the background to the proposals, including the need for energy generation and therefore connection to the national electricity grid.

3.2 Project Need

3.2.1 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.

3.2.2 A new electricity connection to the mainland transmission system is needed to allow the export of power from a new nuclear power station proposed 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 by 2024/25. The existing overhead line between Wylfa and the mainland cannot be securely used to carry all the electricity that will be generated, therefore National Grid needs to build a new, second connection.

3.2.3 The need for the Project is set out in more detail in National Grid's updated Project Need Case (January 2015) including more information on the generation/capacity changes since Stage 1 of the Project.

3.3 The Proposals

3.3.1 In January 2015, National Grid announced a preferred route corridor for the development of a new electricity transmission line 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 would be additional 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 appraisal work recorded in the Wylfa to Pentir Preferred Route Corridor Selection Report (October 2015) and consultation feedback received. The Strategic Options Report (January 2015) explains in more detail why National Grid chose to progress with an overhead line connection and undergrounding at the Menai Strait.

3.3.2 Subsequently, National Grid identified potential route options, within the preferred route corridor, for a new overhead line between the Wylfa substation and the Anglesey AONB at the Menai Strait, and between the Menai Strait and Pentir substation in Gwynedd. 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. Route Options were presented at the Stage 2 consultation, together with search areas for the sealing end compounds that are required to transfer the overhead line to an underground cable on either side of the Menai Strait. Further information on the selection of the route options and search areas can be found in the Wylfa-Pentir Route Options Report (October 2015).

3.4 Consultation to Date

- 3.4.1 The consultation process for the North Wales Connection Project is planned to consist of three stages: two non-statutory consultations followed by statutory consultation. To date we have undertaken the Stage 1 and Stage 2 consultations, which were both non-statutory; Stage 3 consultation will be the statutory consultation.
- 3.4.2 The Stage 1 consultation ran from 3 October 2012 to 18 January 2013 and consulted on strategic options, the preferred strategic connection option and route corridor options.
- 3.4.3 The Stage 2 consultation ran from 21 October 2015 to 16 December 2015 and consulted 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.
- 3.4.4 This Consultation Feedback Report summarises the responses and feedback received for the Stage 2 consultation. **Chapter 4** of this report sets out more detail on the Stage 2 consultation process.

Feedback received between Stage 1 and Stage 2 consultations

- 3.4.5 Feedback received following production of the Stage 1 Feedback Report in June 2014 and before the start of Stage 2 consultation period in October 2015 is also captured in this Consultation Feedback Report in Part IV. National Grid provided responses to this feedback at the time of receipt of the correspondence. For inclusion within this report, the feedback received has been summarised, and all themes contained within the feedback have been identified and responses provided.

Feedback received after Stage 2 consultation closure

- 3.4.6 A number of consultation feedback forms and responses were received after the formal closure of the Stage 2 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. Further information on the formal analysis process is provided in **Chapter 5**. Feedback received after 4 January 2016 has been reviewed by the project team and a check undertaken to ensure that all issues, concerns and comments raised have been addressed in the National Grid responses provided. This includes feedback received up to and including 15 April 2016.
- 3.4.7 Correspondence received after 15 April 2016 has and will continue to be read by the project team and considered in relation to the ongoing design and assessment work. Feedback received will be documented in the Project Consultation Report that will be produced following Stage 3 consultation.

Ongoing engagement

- 3.4.8 In addition to the non-statutory consultation periods, National Grid has ongoing engagement with the statutory stakeholders such as Isle of Anglesey County Council, Gwynedd Council, Natural Resources Wales and Cadw, as well as non-statutory stakeholders as appropriate. We are also actively engaging with landowners along the route options and will continue to do so as the Project moves forward. Our work is always developing and we welcome comments at any time, not just during the defined consultation periods.

3.5 Project Development – Next Steps

- 3.5.1 The feedback received during the Stage 2 consultation has, and will continue to, inform the ongoing design and assessment work for the Project. The feedback is considered alongside more detailed environmental, socio-economic, technical and cost appraisals so that National Grid is able to continue its work to identify a preferred route, between Wylfa and Pentir, within which the alignment of a new transmission line could be developed.
- 3.5.2 The preferred alignment will be taken forward for detailed design and environmental assessment prior to the statutory consultation on the proposals currently planned in autumn 2016. It is anticipated that in late 2017, when the feedback received during the statutory consultation has been considered and taken into account, an application for development consent will be submitted. Further information on the Development Consent Order process is provided below.

The Development Consent Order process

- 3.5.3 As a Nationally Significant Infrastructure Project (or NSIP), we need to submit an application for development consent to the Secretary of State for Energy and Climate Change via the Planning Inspectorate. The application will be for a Development Consent Order (DCO) under the Planning Act 2008.
- 3.5.4 The pre-application process is a significant component of the DCO process. It involves the development of a scheme that has been tested and subject to review, consultation and environmental assessment so that, when a DCO application is submitted, the scheme represents the optimum balance of environmental, socio-economic 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.
- 3.5.5 National Grid is currently preparing a Statement of Community Consultation (SoCC). This will set out how the local community will be consulted in accordance with the Planning Act 2008 on the proposed connection. The SoCC is being prepared in discussion with the Isle of Anglesey County Council and Gwynedd Council.
- 3.5.6 Statutory consultation under the Planning Act 2008, as part of the pre-DCO application process, is known as ‘Section 42’ consultation and ‘Section 47’ consultation. Section 42 consultation is directed towards statutory consultees, local authorities, landowners and significantly affected persons, while Section 47 consultation is carried out with local communities in accordance with the SoCC. For this Project, Stage 3 consultation will comprise both statutory Section 42 and Section 47 consultation, which is currently programmed to commence in autumn 2016.
- 3.5.7 The Stage 3 consultation will provide information on the Project including mitigation works, screening, construction works, access roads and highways modifications etc. It will include communities, local councils, expert consultees and those who may be affected by the proposals. Following the consultation, our proposals will be considered in light of the feedback received and if necessary further survey and appraisal work will be carried out. A formal Project Consultation Report will be published after the statutory consultation period to show how comments from all consultees have been taken in account.
- 3.5.8 The consultation feedback is used alongside detailed survey and assessment work to assist in optimising the scheme design in relation to the human, built and natural environment, taking account of economic and technical factors.

- 3.5.9 Environmental Impact Assessment (EIA) is a process for assessing the likely significant environmental effects of a proposed project. A full EIA will be carried out on the preferred alignment and consultation will take place with stakeholders on the scope of the EIA and on the preliminary results of the study during the statutory consultation stage, through the publication of a 'Preliminary Environmental Information Report' or PEIR.
- 3.5.10 The assessment of the environmental impacts associated with the final development proposal for which a DCO is being sought will be published in an Environmental Statement to accompany the application for development consent. The Environmental Statement will not be publically available until the submission of the DCO application to the Planning Inspectorate. However, the PEIR will be provided as part of the statutory consultation (Stage 3 consultation) commencing later in 2016, which will provide preliminary results of the study.
- 3.5.11 The application will be submitted to the Planning Inspectorate for examination before making a recommendation to the Secretary of State, who then issues a final decision on whether to grant the DCO. Stakeholders have the opportunity to make representations and to register themselves as interested parties as part of the examination process.

CHAPTER 4: STAGE 2 CONSULTATION AND ENGAGEMENT

4 STAGE 2 CONSULTATION AND ENGAGEMENT

4.1 Overview

- 4.1.1 Stakeholder and public involvement is an important component of the UK planning system. Legislation and government guidance aims to ensure that the public, local communities, statutory consultees and other interested parties are given an opportunity to have their views taken into account throughout the planning process.
- 4.1.2 National Grid believes that early consultation with stakeholders and the public can have significant benefits in developing a project. It enables the most acceptable solution for society to be taken forward and will result in proposals being modified such that the final solution is the most appropriate balance of all the relevant considerations.
- 4.1.3 In order to achieve this, National Grid has aimed to ensure effective, inclusive and meaningful engagement with the local community, statutory consultees and other interested parties. National Grid is committed to engaging with those communities affected by our activities in effective and meaningful consultation, as reflected in our 'Stakeholder, Community and Amenity Policy', which incorporates National Grid's Schedule 9 Electricity Act 1989 Statement relating to the preservation of amenity.

4.2 Timing of Stage 2 Consultation Activities

- 4.2.1 On 21 October 2015, National Grid publically launched its Stage 2 consultation, which ran until 16 December 2015.

4.3 Developing the Consultation Strategy

- 4.3.1 The Stage 2 consultation was a non-statutory consultation. Accordingly, National Grid produced a Consultation Strategy rather than a formal SoCC for its Stage 2 consultation.
- 4.3.2 The Consultation Strategy was developed in conjunction with Isle of Anglesey County Council and Gwynedd Council and includes the following information: the Project description; background information on National Grid; a description of National Grid's consultation approach including the various engagement techniques that would be utilised; and an explanation of how feedback could be submitted.
- 4.3.3 National Grid considered the information received from the local authorities in shaping its overall approach to consultation.

4.4 Methods of Engagement and Consultation

- 4.4.1 National Grid's approach to consultation was developed in accordance with the most recent guidance available at the time, such as the Department for Communities and Local Government (DCLG) Planning Act 2008: Guidance for pre-application process, March 2015.

4.5 Where did National Grid Consult?

- 4.5.1 National Grid defined an area in the vicinity of the proposals based on consultation to date and on the potential impacts of the work (such as visual effects and/or effects from construction). This

area comprised approximately 2km from either side of the orange route corridor and was called the 'consultation zone'. A map of the consultation zone can be found in **Appendix C**.

4.6 Who did National Grid Consult?

- 4.6.1 Alongside communities, National Grid approached the local planning authorities at Isle of Anglesey County Council and Gwynedd Council, as the authorities within which National Grid's works is proposed, and offered them the opportunity to take part in its Stage 2 consultation. Consultation and discussions with both authorities has been extensive, regular and ongoing and has included briefing sessions and stakeholder previews ahead of the Stage 2 consultation events. This included meetings held with officers and members at both councils.
- 4.6.2 National Grid also sent the planning authorities a USB memory stick containing the Project's key technical documents at the start of consultation.
- 4.6.3 National Grid held briefings for local authority members on Anglesey and in Gwynedd. These took place on 23 October 2015 and 26 October 2015, respectively. Separate briefing sessions were also held for community councils on Anglesey and in Gwynedd on 23 October 2015 and 26 October 2015, respectively.

4.7 Statutory Consultees

- 4.7.1 Continued discussions took place ahead of the public launch of Stage 2 consultation, and National Grid remained in regular contact with statutory consultees throughout Stage 2 consultation, including:
- Isle of Anglesey County Council
 - Gwynedd Council
 - Welsh Government
 - Natural Resources Wales
 - Cadw
 - Gwynedd Archaeological Planning Service
 - Snowdonia National Park Authority
 - Ministry of Defence
- 4.7.2 In line with the launch of the Stage 2 consultation, statutory consultees were sent information about the Project, including a USB memory stick containing copies of all main consultation materials and key technical documents. Themed briefings were held for stakeholders to brief them on the proposals.
- 4.7.3 These were:
- Key stakeholders (including Local Authority officers) - 27 October 2015
 - Landscape and cultural heritage bodies - 27 October 2015
 - Ecology bodies - 28 October 2015
 - Socio-economic and tourism bodies - 2 November 2015

4.8 How did National Grid Consult?

4.8.1 A range of methods and techniques were used during National Grid's Stage 2 consultation to ensure as many sections of the community were involved as possible. Our approach was informed by:

Stage 1 consultation: we considered what we learnt from this and the comments we received on how we could improve our consultation.

Advice from local organisations: we met with organisations who gave us useful information about the area and how best to engage with people. This included the county councils in Anglesey and Gwynedd and town and community councils in both counties.

Surveys: we undertook surveys in Anglesey and Gwynedd to ask residents their preferred ways to receive information and meet with our team.

Demographics: we looked at census information in the area including population density and demographics, access to the internet and other important considerations.

National Grid policies: we considered our own policies and processes, which set out our commitments to engage with local communities to understand and manage the effects of our work.

Legal requirements and government guidance: we took account of our obligations under the Electricity Act 1989 and Planning Act 2008, and related guidance. These include legal requirements for how we develop connections and consult with the people affected.

4.8.2 National Grid ensured that there were a large number of ways of providing feedback available, to maximise the quantity and the quality of the responses received. A printed feedback form was available at public exhibitions, from information points and on request. An online version of the feedback form was available to complete on the Project website.

4.8.3 A Project email address in both Welsh and English was available for people to submit feedback by email, and for general enquiries. A Freepost address was also publicised to enable people to provide written feedback by letter.

4.8.4 Stage 2 consultation activities were intended to ensure that people:

- had access to Project information;
- were able to put forward their own views and feel confident that there was a process in place for considering any issues raised;
- played an active role in developing National Grid's proposals;
- could comment on and influence proposals; and,
- were informed about progress and outcomes of previous Project/consultation stages.

4.8.5 A list of the locations where Project information was made available to the public can be found in **Appendix C**.

4.8.6 National Grid is committed to ensuring the consultation process and associated communications are made as accessible to as many parts of the community as possible. For Stage 2 consultation the following documents were produced in English and Welsh:

- Project newsletter (including audio versions).
- Overview document.

- Questions & Answers (Q&A) document.
- Feedback Form.
- Project maps.
- Advertisements and posters.
- Project website and film.

4.8.7 Welsh speaking members of the Project team were in attendance at every public exhibition.

4.8.8 National Grid also provided the option to speak to a Welsh speaker when calling the consultation freephone number.

Public exhibitions

4.8.9 A total of 16 public exhibitions were held throughout the consultation area at publicly accessible venues and locations.

4.8.10 The public exhibitions ran from 3 to 28 November 2015 and were widely publicised through the Project website, Project newsletters, local newspaper advertising and letters sent directly to stakeholders (see below). The locations and dates of the public exhibitions are detailed in **Appendix C**.

4.8.11 At the public exhibitions, people were able to view National Grid's proposals and talk to the Project team. Comprehensive information about the Project was made available at the public exhibitions with copies of key Project materials available to take away. Copies of all consultation documents, key technical documents and the Project subsea film were also made available on a USB memory stick.

4.8.12 All materials available at the exhibitions were also available on the project website – www.nationalgrid.com/northwalesconnection and www.nationalgrid.com/cysylltiadgogleddcymru

4.8.13 National Grid fielded 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 five 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.

4.8.14 National Grid ensured as much as possible that the consultation team contained individuals with specialist expertise in key areas including planning, environment, health, construction (including overhead and underground line construction) and the consultation process to help ensure as many people as possible received comprehensive answers to their questions.

4.8.15 A representative from Horizon Nuclear Power attended a number of the events, to answer questions about the proposed Wylfa Newydd Power Station from members of the public.

Project newsletter

4.8.16 A Project newsletter was issued on 21 October 2015 launching the Stage 2 consultation. This newsletter provided an overview of the Project to date, explained National Grid's work to date, set out the purpose of the Stage 2 consultation and how to take part. It also contained a large map showing the proposed route options and sealing end compound search areas.

4.8.17 The Project newsletter represented National Grid's main form of direct communication with local communities. The Project newsletter was distributed to approximately 15,000 residents across

Anglesey and Gwynedd in the consultation zone. The newsletter was timed to be received on 21 October 2015, at the start of the consultation and two weeks ahead of the first exhibition.

- 4.8.18 Copies of the newsletter were also made available at information points, public and civic buildings and electronically on the consultation website. Copies were also sent directly to all political, statutory and non-statutory stakeholders. A copy of the newsletter is available on the North Wales Connection website.
- 4.8.19 An audio version of the newsletter was also commissioned by National Grid, which was produced in both Welsh and English by the North Wales Society for the Blind, and distributed on CD to its subscribers.

Information points

- 4.8.20 Information points were established in 20 publically accessible locations across the consultation area for the duration of the consultation period. These consisted of a National Grid-branded freestanding literature stand that held copies of a number of the key Project documents:
- Project News.
 - Overview booklet.
 - Feedback form.
 - Q&A document.
 - Reference copy of the Consultation Strategy.

- 4.8.21 The locations of the information points are detailed in **Appendix C**.

Project enquiry line

- 4.8.22 More information was available from the Project's dedicated Freephone enquiry line, which is open between 9am and 5pm Monday to Friday. Callers could also request copies of materials. An answerphone service was in operation outside of these hours. The enquiry line was available in English and Welsh.

Feedback form

- 4.8.23 A feedback form was developed for stakeholders and the public to provide their feedback and formally register their views as part of the Stage 2 consultation. The feedback form also included a section for the public to provide feedback on the consultation process itself.
- 4.8.24 The feedback form included a combination of open and closed questions with space for respondents to give additional views or comments. A copy of the feedback form can be found in **Appendix D**; the questions posed are repeated in the table below.

Number	Question
Project Overview	
Q1.	Do you have any overall comments on our latest proposals or our work to date?

Number	Question
Section One: Wylfa to Rhosgoch	
Q2.	<p>Do you have any views on which route option we should take forward in section one (please state why)?</p> <p>Please also specify any features or places that you think we should consider as we develop our proposals within this section and which route options your comments relate to.</p>
Section Two: Rhosgoch to Llandyfrydog	
Q3.	<p>Do you have any views on which route option we should take forward in section two (please state why)?</p> <p>Please also specify any features or places that you think we should consider as we develop our proposals within this section and which route options your comments relate to.</p>
Section Three: Llandyfrydog to B5110 north of Talwrn (Capel Coch area options)	
Q4.	<p>Do you have any views on which route option we should take forward in section three (please state why)?</p> <p>Please also specify any features or places that you think we should consider as we develop our proposals within this section and which route options your comments relate to.</p>
Section Four: B5110 north of Talwrn to west of Star	
Q5.	<p>Do you have any views on which route option we should take forward in section four (please state why)?</p> <p>Please also specify any features or places that you think we should consider as we develop our proposals within this section and which route options your comments relate to.</p>
Section Five: West of Star to Pentir	
Q6.	<p>Do you have any views on which route option we should take forward in section five (please state why)?</p> <p>Please also specify any features or places that you think we should consider as we develop our proposals within this section and which route options your comments relate to.</p>

Number	Question
Q7.	<p>Do you have any views on which sealing end compound search areas we should take forward in section five (please state why)?</p> <p>Please also specify any features or places that you think we should consider as we develop our proposals within this section and which sealing end compound search areas your comments relate to.</p>
Consultation	
Q8a.	<p>Has the information presented been useful in helping you respond to this consultation?</p> <p>Yes No I don't know</p>
Q8b.	Please state your reasons below.
Q9.	Do you have any comments about the consultation process?

Overview booklet

- 4.8.25 To sit alongside the newsletter and feedback form and help people to provide feedback that was as informed as possible, National Grid produced an Overview booklet.
- 4.8.26 The booklet contained: a brief history of the Project to date; why the work is needed; a summary of Stage 1 consultation including the feedback received; information about the proposed route options including maps, more information on National Grid's equipment, and details of the public exhibitions and Information Point locations.

Questions & Answers (Q&A) document

- 4.8.27 To answer some of the most commonly asked questions regarding National Grid's work on the Project, a Q&A document was produced. This contained responses on a range of issues, including National Grid's role; the Project to date; key considerations such as tourism; and how National Grid proposes to limit the effect of its work.

Subsea Options video

- 4.8.28 In response to a high level of interest in the issue to date and acknowledging the technical nature of the subject, National Grid produced a short video to explain the technical challenges of using subsea cables to make the connection, and why this was not its preferred option. This was made available to view on the project website, on computer terminals at each of the exhibitions, and was included on the USB memory sticks.

USB memory sticks

- 4.8.29 National Grid branded USB memory sticks were produced containing all consultation documents, including the subsea video, and key technical documents. These were distributed to all stakeholders at launch. They were also made available at public exhibitions, and on request.

Project website

- 4.8.30 The address for the dedicated Project website is www.nationalgrid.com/northwalesconnection and www.nationalgrid.com/cysylltiadgogleddcymru.
- 4.8.31 The website provided comprehensive information about the Project and included a Q&A section. All documents including relevant technical documents, exhibition materials and Project maps were available for download from the website. The project film on subsea was also available to watch.
- 4.8.32 The website also allowed for online consultation and included a dedicated area whereby visitors could complete and submit the Stage 2 consultation feedback form along with an interactive project map.

Media relations

- 4.8.33 To coincide with the launch of Stage 2 consultation, a press release was issued to key media throughout the project area.

Social media

- 4.8.34 National Grid's corporate Twitter account @NationalGridUK posted a regular series of tweets in Welsh and English in the lead-up to and during the consultation period to promote the consultation and public exhibitions. These included a link to the consultation website.

Text messaging service

- 4.8.35 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.
- 4.8.36 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.

Advertising and promotion

- 4.8.37 In promoting the Stage 2 consultation, dual-language advertisements were placed in the Daily Post (stated circulation figure: 24,505) and North Wales Chronicle (stated circulation figure: 30,299) and Golwg magazine (Welsh language only, approx. circulation figure: 12,000). These adverts included details of the consultation programme including the dates and locations of all of the public exhibitions. Copies of the adverts can be found in **Appendix E**.
- 4.8.38 Posters, identical to the press adverts, were sent to community council clerks approximately two weeks ahead of consultation launch so they could be put up at community halls and village notice boards.

Reference copies

- 4.8.39 Project information packs including inspection copies of the newsletter, Q&A, feedback form, consultation maps and technical documents including the updated Project Need Case (January 2015), updated Strategic Options Report (January 2015), Wylfa to Pentir Preferred Route Corridor Selection Report (October 2015), Wylfa to Pentir Route Options Report (October 2015), and Stage 1 Feedback Report (June 2014) were made available to view at the locations identified in **Appendix C**.

Close of Stage 2 consultation

- 4.8.40 The Stage 2 consultation closed on 16 December 2015.
- 4.8.41 More details on National Grid's consultation process can be found in the Stage 2 consultation Strategy.

CHAPTER 5: FEEDBACK MECHANISMS

5 FEEDBACK MECHANISMS

5.1 Introduction

5.1.1 Consultation feedback was received during the consultation period in a number of ways, with responses received being 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 chapter describes the process by which responses were received, logged, analysed and reported on by DbyD to produce the summaries included in this report.

5.2 Data Processing

5.2.1 All responses received during the period of consultation were received and logged by the North Wales Connection Project Community Relations Team.

5.2.2 Responses were received in a number of forms, including letters, emails, and hard copy feedback forms. Comments were also submitted through an online feedback form hosted on the North Wales Connection Project website.

5.2.3 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. Responses submitted through the project website were imported directly into the database.

5.2.4 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.

5.2.5 Responses received from the start of the consultation (21 October 2015) 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, following the closure of the consultation on 16 December 2015.

5.2.6 Consultation feedback forms and responses received after the formal closure of the Stage 2 consultation have not been analysed by DbyD. They have been reviewed by National Grid and a check undertaken to ensure that all issues, concerns and comments raised have been addressed in the National Grid responses provided.

5.2.7 The Stage 2 consultation response letter provided by Isle of Anglesey County Council included three appendices. Appendix 1 is a letter from Horizon Nuclear Power, Appendix 2 an Excel spreadsheet containing 345 detailed comments, and Appendix 3 is a report produced for the council by Arup, their framework consultants. The letter from Isle of Anglesey County Council contains their response to the Stage 2 consultation, with the detail that sits behind those points set out in Appendix 2. The analysis of the feedback received undertaken for this Consultation Feedback Report has focussed on the principal points contained in the letter, and this approach was agreed in advance with the Isle of Anglesey County Council. We are working separately with Isle of Anglesey County Council in respect of the appendices to ensure that they are considered as our work continues.

5.3 Analysis Process

- 5.3.1 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 to reflect new issues emerging from the representations as they were received.
- 5.3.2 The coding framework was applied by analysts at DbyD to each sentence within the representations received, in order to capture the issues raised. In total 14 themes were identified, shown in the table below. These were then split into further sub-themes, reflecting each topic raised by respondents. The complete coding framework is included in **Appendix F**.

Analysis Themes
CO - Consultation
CST - Cost
EDC - Engineering, Design and Construction
ENV - Environment
HSS - Health, Security and Safety
PPC - Policy Principles
RCO - Route Corridor and Options
SOC - Socio-economic
SOP - Strategic Options
S1 - Section One
S2 - Section Two
S3 - Section Three
S4 - Section Four
S5 - Section Five

5.4 Reporting Process

- 5.4.1 DbyD used the analysis provided by application of the coding framework to produce summaries of the consultation feedback received. These summaries have been placed directly within Part II and Part III of this Consultation Feedback Report verbatim. 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 then provided a response to each summary.

- 5.4.2 DbyD also produced an electronic data report which includes all the representations in full alongside the coding applied to each issue raised. This information was provided electronically though read only access to the DbyD response database and was used by National Grid to respond to the feedback received.
- 5.4.3 Throughout this Consultation Feedback Report, respondents' views are summarised using 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 number or percentages. **Appendix F** provides frequency tables for the number of times individual codes were applied during analysis of the responses. The intention is to accurately reflect the issues raised, rather than attributing any weight to the number of respondents raising them.
- 5.4.4 It is important to note that this consultation was an open and qualitative process, rather than an exercise to establish dominant views across a representative cross-section of the public. Therefore, no conclusions can be reliably drawn about any population's views beyond those who responded to the consultation.
- 5.4.5 This report does not expressly refer to every single individual comment made by all respondents in its narrative, but does provide a comprehensive summary and a deeper understanding of all of the issues raised by respondents. It is possible that an issue mentioned by 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.
- 5.4.6 Throughout this report 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.

5.5 Quality Assurance

- 5.5.1 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.
- 5.5.2 At the data entry stage a sample of the work of trained data entry staff is reviewed by a senior member of staff. Where errors are identified they are corrected, and an increased proportion of the work is reviewed where a series of errors are found.
- 5.5.3 At the collation and analysis stage, QA procedures are based on regular team meetings and updates to discuss the process and compare working notes to ensure a consistent and accurate approach is taken by each analyst.

5.6 Participation

- 5.6.1 During the consultation, the representations received were transferred into an electronic analysis system managed by DbyD. The representations were analysed individually and the points raised were captured, logged and coded as described in the Analysis Process section above.
- 5.6.2 The table below identifies the number of representations received through the different response mechanisms during the consultation. A total of 2076 representations were received between 21 October 2015 and 4 January 2016, of those 79 were in Welsh.

Representation Type	Count
Email	68
Letter	42
Online comment	124
Comment 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

5.6.3 Null responses comprised: general enquiries; duplicate submissions; blank submissions; or submissions which were not obviously intended as consultation responses, such as requests for consultation documentation. A total of 36 null representations were received during the consultation.

Organised Submissions

5.6.4 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. As specified in the table above, 1,568 responses were identified as standardised organised submissions and 22 responses were identified 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. At the data-handling stage, three types of organised submissions were distinguished.

5.6.5 Each submission was logged individually, assigned a unique reference number, scanned and categorised as an organised submission. These were 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.

PART II: FEEDBACK FROM TECHNICAL STAKEHOLDERS

Part II of the Consultation Feedback Report presents the analysis of responses from the 15 technical stakeholders who responded to the consultation. The chapters within Part II of the Consultation Feedback Report set out technical stakeholder responses on non section specific items (**Chapter 6**), the route options for Section 1 to Section 5 (**Chapters 7 to 11**) and the consultation itself (**Chapter 12**). Feedback from members of the public and non-technical stakeholders (including representative organisations such as Community Councils) is presented in Part III of the Consultation Feedback Report.

CHAPTER 6: FEEDBACK RECEIVED ON THE OVERALL PROJECT AND WORK UNDERTAKEN TO DATE (NON SECTION SPECIFIC)

6 FEEDBACK RECEIVED ON THE OVERALL PROJECT AND WORK UNDERTAKEN TO DATE (NON SECTION SPECIFIC)

6.1 Introduction

6.1.1 This section summarises comments received from technical stakeholders which do not relate to a specific section of the route. Responses were received from 15 stakeholders:

- Campaign for the Protection of Rural Wales (CPRW), National
- Campaign for the Protection of Rural Wales, 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

6.1.2 Their responses are summarised below under the themes and topics raised.

6.1.3 The Stage 2 consultation response letter provided by Isle of Anglesey County Council included three appendices. Appendix 1 is a letter from Horizon Nuclear Power, Appendix 2 an Excel spreadsheet containing 345 detailed comments, and Appendix 3 is a report produced for the council by Arup, their framework consultants. The letter from Isle of Anglesey County Council contains their response to the Stage 2 consultation, with the detail that sits behind those points set out in Appendix 2. The analysis of the feedback received undertaken for this Consultation Feedback Report has focussed on the principal points contained in the letter, and this approach was agreed in advance with the Isle of Anglesey County Council. We are working separately with Isle of Anglesey County Council in respect of the appendices to ensure that they are considered as our work continues.

6.2 Project Principles and Processes

Comments on the Need Case

6.2.1 Some technical stakeholders comment on the need case for the Project. The Caernarfonshire Branch of CPRW argues that the Project does not benefit Anglesey, as the additional generation

and transmission capacity is being developed to meet demand from outside of Wales. On these grounds they argue that UK consumers should share in the costs of effective mitigation.

6.2.2 Similarly, CPRW argues that National Grid has the funds and resources to develop technological alternatives to overhead lines and that it is obliged to do this under the requirements for environmental mitigation under The Electricity Act 1989.

6.2.3 Stakeholders also comment on National Grid's commitment to subsea interconnectors at the international level, with CPRW for example arguing that the company's advocacy of these appears to have been "cynical" given the technical issues outlined in relation to this Project.

NATIONAL GRID'S RESPONSE

Project Need

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 North Wales, we need to connect Horizon Nuclear Power's proposed nuclear power station, Wylfa Newydd. To do this, we need to build a new connection as we cannot securely use the existing line to carry all of the electricity that will be generated.

National Grid is not responsible for deciding where electricity generators such as Wylfa Newydd are located. We have a duty as part of our transmission licence to connect generators, including the proposed Wylfa Newydd nuclear power station, at the location they select and when they want to be connected. National Grid is required to connect generators in such a way that we meet our obligations under the Electricity Act 1989 and Planning Act 2008.

Additionally, National Grid has to consider the cost of the Project as this is ultimately passed onto consumers in their electricity bills. The overall capital cost for the Project if subsea cables were used is estimated at between £1.13 billion and £1.38 billion for high voltage direct current (HVDC), and between £1.26 billion and £1.47 billion for alternating current (AC) subsea connections as set out in our Strategic Options Report (January 2015). This compares to £519 million for the strategic option that involves an overhead line between Wylfa and Pentir, and £940 million for a wholly underground option between the two sites. Our preferred option of an overhead line with an underground section at the Menai Strait requires an additional £35-50m for undergrounding on top of the cost of the overhead line option. When taking into account lifetime costs, the cost difference widens further. The high costs and technical risk associated with subsea connections were taken into account when determining National Grid's preferred option.

We are re-costing the strategic options to provide a more detailed estimate of actual Project costs as part of our ongoing work and this information will be made available for the statutory consultation (Stage 3 Consultation).

As a business National Grid is regulated by Ofgem and must consider the cost of investment and the impact on electricity bills. Although an investment in an area cannot be directly apportioned to each individual household, based on an average annual domestic electricity bill of £600 (Ofgem, October 2013), National Grid's electricity transmission charge is £19.93, around 3.3% of the average customer bill.

This includes National Grid's costs to invest in the grid, as well as the connections to large offshore wind farms but does not include the high-voltage grids in Scotland - which National Grid doesn't own.

During the development process the capital and whole life costs are updated at key stages as a more detailed design evolves. These costs are back checked against previous options to ensure the decisions are still valid with changes in technology.

National Grid applies unit prices based upon recent contract prices for each element of work. These prices are regularly reviewed and are applied consistently across each of the connection design options considered.

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. National Grid will need to demonstrate that any final proposal would comply with relevant government policy.

The need for the Project is set out in more detail in National Grid's updated Project Need Case (January 2015).

Technological Alternatives

When designing new routes 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. Ultimately, it is the Secretary of State for Energy and Climate Change who decides whether or not our proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including both wholly underground and subsea options and has concluded that an overhead line is the preferred option. More information on the alternative technologies considered is provided in the Strategic Options Report (January 2015) which appraises the technology choices, environmental considerations, and costs of the strategic options considered.

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. The difficulty of connecting to generators via this method is explained in our subsea film 'The challenge of a subsea connection.'

National Grid will continue to back-check the overhead line connection option selected against the alternative strategic options to ensure that the most appropriate overall solution is taken forward.

Comments on Timescales

- 6.2.4 In relation to its consideration of interconnectors (see above), CPRW argues that National Grid has failed to adequately invest in research and development over the past 10 years and as a result there is a lack of time to consider these issues now.

“We are concerned that the failure of National Grid to be rigorous and imaginative in its approach to finding the least environmentally damaging, and the most technologically sophisticated solution, has led to there now being a shortage of time to properly consider all the options within the timeframe currently proposed by Hitachi for Wylfa Newydd.” (Campaign for the Protection of Rural Wales)

- 6.2.5 The Caernarfonshire Branch of CPRW meanwhile argues that as there is still eight to nine years remaining before a connection will be needed, and this is sufficient time to resolve any technical issues involved with subsea interconnectors.

NATIONAL GRID’S RESPONSE

Due to the nature and importance of the Wylfa Newydd power station, National Grid is looking to adopt a proven technology when connecting it to the wider transmission system. The long lead times between an investment decision and completion of the power station mean that early design choices and consent submissions need to be made, allowing less time to develop technological innovation. National Grid will continue to back-check to ensure that the most appropriate overall solution is taken forward.

6.3 Strategic Options

Comments on Overhead Lines and Selection Process

- 6.3.1 Some stakeholders, including the National Farmers Union (Cymru), Isle of Anglesey County Council, CPRW and the National Trust, reiterate their opposition to an overhead line. The CPRW underlines the extent of public opposition:

“The overwhelming majority of residents and businesses do not want to suffer the adverse impacts of more pylons built on Anglesey or on the North Wales mainland. The Town and Community Councils, and Anglesey County Council are unanimous in rejecting proposals for additional pylons to transmit power over Anglesey.” (Campaign for the Protection of Rural Wales)

- 6.3.2 As in the quote above, stakeholders express particular concern about the cumulative impact of further power lines in addition to the existing line. The Isle of Anglesey County Council notes that the potential impacts of other nearby developments (both planned and confirmed) also need to be considered and call for early engagement around mitigation arrangements.

“The cumulative impacts and potential for unforeseen effects to impact on communities is of particular concern to the Council, highlighting the need for early engagement with National Grid on a ‘tiered strategy’ for the mitigation and control of potential effects.” (Isle of Anglesey County Council)

- 6.3.3 Stakeholders also 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.

- 6.3.4 These comments often overlap with those on the consultation process with some arguing that the process is invalid on these grounds. Isle of Anglesey County Council refers to previous rounds of

engagement to demonstrate that their position has been consistently against the use of overhead lines.

NATIONAL GRID'S RESPONSE

National Grid undertakes a long and complex process when developing proposals to connect new sources of energy generation like Wylfa Newydd. Our objective is to strike the right balance between all of the different things we have to consider. But ultimately, it is the UK government who decides if we have struck that balance and whether our proposals should be given consent.

A number of alternatives to the use of an overhead line were considered and appraised through the detailed strategic options appraisal phase of the project as reported in the Strategic Options Report (January 2015).

Feedback is really important as it helps us to refine our proposals and find out about places we need to avoid or consider. Our proposals are always developing so we need input from stakeholders and local people to help shape them. It is important that we keep people up to date at each stage of our work. But while feedback is important, we need to balance this alongside all of the other factors we have to consider. Consultation is not simply about choosing the most popular option and we have to follow the rules set out for us by the UK government and Ofgem. Ultimately, we need to strike a balance between many considerations and it is the Secretary of State who will decide if we have got this right.

National Grid will continue to back-check the connection option selected against the alternative strategic options to ensure that the most appropriate overall solution is taken forward.

Cumulative Effects

National Grid understands the concerns that local residents and stakeholders have about the proposals. National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the impact upon the landscape of Anglesey as a whole. For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

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. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

An assessment of the potential cumulative effects of the Project will be included within the Environmental Impact Assessment, which will also inform potential mitigation measures that may be required. We will continue to liaise with Isle of Anglesey County Council, Gwynedd Council and the other statutory stakeholders on the approach to the cumulative assessment.

Back-checking and Review

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

Comments on Subsea

- 6.3.5 Some stakeholders express support for a subsea connection, mostly stating a specific preference for an HVDC connection from Wylfa to Deeside. They argue that this option should not have been dismissed and needs further consideration. Stakeholders challenge National Grid's position that this technology option would not be feasible, arguing that the information provided to support this is inaccurate or misleading, in some cases pointing to other areas where this technology is in use.

“During the coming decade there is no doubt that there will be further significant progress in the development of HVDC technology, bearing in mind ongoing research and the major European grid infrastructure projects involving HVDC projects in Europe, such as the 1.4 GWe Nordlink connection between Norway and Germany and the 1.4 GWe NSN link between Norway and the UK.” (Friends of the Earth)

- 6.3.6 By contrast, the National Trust notes that while its preference is for a subsea connection, it accepts National Grid's position in relation to the feasibility of HVDC. Similarly, Isle of Anglesey County Council accepts that that an HVDC subsea solution is not a viable option.

NATIONAL GRID'S RESPONSE

National Grid notes and welcomes the agreement of Isle of Anglesey County Council that a HVDC (high voltage direct current) subsea solution is not a viable option.

A subsea connection would cost hundreds of millions of pounds more than our proposed option. Cost is important as everything we spend is passed on to all of us through our energy bills. That is why the UK government and our regulator Ofgem require us to develop proposals which represent value for money for consumers.

A nuclear power station has never been directly connected by HVDC links which is a major technical challenge. We are not sure how long it would take to solve this which could put the Project at risk.

Fixing faults on subsea cables is challenging and could take up to six months. During this time, Wylfa Newydd would have to reduce the amount of power it generates. For all these reasons, we do not feel a subsea connection is the right option. Our Project film 'The challenge of a subsea connection' explains this in more detail.

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. The difficulty of connecting to generators via this method is explained in our subsea film 'The challenge of a subsea connection.'

National Grid will continue to back-check the overhead line connection option selected against the alternative strategic options to ensure that the most appropriate overall solution is taken forward.

Comments on a Hybrid Connection

- 6.3.7 A couple of stakeholders comment on the option of a hybrid connection. Gwynedd Council simply states their agreement with the rejection of this option. Isle of Anglesey County Council appraises this option in relation to others and notes that while it has merits in comparison to an overhead line, they maintain their preference for the route to be undergrounded.

NATIONAL GRID'S RESPONSE

National Grid notes and welcomes the agreement of Gwynedd Council that the 'hybrid option' should not be taken forward, and that the Isle of Anglesey County Council's view is that the merits of the 'hybrid option' are outweighed by other factors.

The 'hybrid option' would involve the construction of a new overhead line on the western half of Anglesey and through north Gwynedd, potentially resulting in a longer total overhead line route than our current proposals. As such the effect of an overhead line is not reduced though the hybrid option.

Whilst the development of a new substation could facilitate the removal of part of the 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 lifetime costs of this option in comparison with an equivalent overhead line.

National Grid will continue to back-check the connection option selected against the alternative strategic options, including the 'hybrid option' to ensure that the most appropriate overall solution is taken forward.

6.4 Route Corridor and Options

Comments on the Existing Line

- 6.4.1 The National Trust considers that the new connection offers an opportunity to underground the existing line. They express concern that these works appear to be being considered separately when there are "synergistic benefits" to undertaking them simultaneously.

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 contract National Grid has with the electricity generator. The delivery and cost of the Project required to meet the contract is regulated by Ofgem. It is not possible within the regulatory framework within which National Grid operates to extend the scope of a project beyond that needed to connect the generator. In respect of the North Wales Connection Project, these constraints mean that it is not possible to fund undergrounding the existing line as part of the North Wales Connection Project as it is not a system requirement.

We have committed to undergrounding the section of the new Wylfa to Pentir connection that goes through the Anglesey AONB and Menai Strait, recognising the special qualities of this area.

Visual Impact Provision (VIP) for Existing Overhead Lines

Currently in Great Britain, the energy regulator, Ofgem, has made available a provision of £500 million for electricity transmission owners to reduce the visual impact of existing transmission lines and improve the look of existing electricity infrastructure in nationally protected landscapes. We call this the Visual Impact Provision (VIP), which is a separate project from the North Wales Connection Project. The cost of this provision will ultimately be borne by electricity consumers as part of their bills. The money can only be spent on existing overhead lines affecting AONBs and National Parks in England and Wales and National Parks and National Scenic Areas in Scotland.

Concerning the proposed new connection between Wylfa and Pentir, National Grid has already decided that an additional or new overhead line through the Anglesey AONB should be avoided and that underground cables should instead be installed as part of the new connection. In safeguarding this nationally designated landscape National Grid has already ensured that there should not be a need to make changes to the connection in the future.

It is perhaps also worth noting that a Stakeholder Advisory Group of interested organisations has considered whether the existing overhead line through the Anglesey AONB south of Llanfair PG should be removed as part of the Visual Impact Provision. However the Stakeholder Advisory Group felt that more benefit could be gained for society as a whole through the removal of other sections of overhead transmission line, including the overhead crossing of the Dwyrdd Estuary in Gwynedd.

Comments on Undergrounding

- 6.4.2 Of a small number of comments from stakeholders on undergrounding, the Caernarfonshire Branch of CPRW makes clear that although their preference would be for a subsea HVDC route, an underground connection would also be acceptable to them.
- 6.4.3 Having appraised the possibility of an underground connection along the proposed route, Isle of Anglesey County Council concludes this option is technically feasible and should be considered further.

- 6.4.4 The National Trust highlights the potential benefits of undergrounding the existing line at the same time as the new connection. The National Trust also notes that even though they welcome undergrounding the connection at the Menai Straits, they are concerned that this might affect the local ecology and archaeology.
- 6.4.5 Finally, CPRW states that they are opposed to the use of undergrounding along the preferred route - primarily because of the disruption to farming and tourism, disturbance to ecology, historic, pre-historic and archaeological sites, and to the World Heritage GEOPARK - but that alternative underground routes should be considered further.

“However this does not preclude National Grid considering other options for undergrounding, for example alongside the A55 or the old railway cutting. National Grid has not explained why it could not use its unused gas network for a smaller voltage link.”
(Campaign for the Protection of Rural Wales)

NATIONAL GRID’S RESPONSE

Underground cables are an established technology for transmitting alternating current electricity. Whilst the use of underground cables is more technically challenging than an equivalent overhead line this consideration would not preclude nor weigh heavily in the balance when choosing the most appropriate technology to adopt. Of far more significance is the high cost difference between overhead lines and underground cables, and the nature of the environmental and community effects that each might cause.

The construction of overhead lines is less intensive than the construction of underground cables. In the case of the North Wales Connection Project, underground cables would require a 65 metre wide continuous construction swathe. Due to the scale of the construction activities associated with installing the multiple buried cables that would be needed, there would be a risk of significant damage being caused to important habitats and archaeological features along the route. These are some of the important considerations, including effects upon local views from properties and the high cost differences, which need to be balanced when deciding the most appropriate solution.

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. We have considered all of these factors and believe that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line. National Grid believes that this would best fulfil our statutory duties and complies with national planning policy. The Strategic Options Report (January 2015) contains further information on this decision. National Grid will need to demonstrate that any final proposal will comply with relevant government policy.

Cost of installing underground cables

Much of the cost of using underground cables is comprised of the cost of purchasing the cables themselves. However the works to install the cables also make up a significant element. Installing the cables in pre-installed ducts or even deep tunnels significantly adds to the cost of installation. Directly burying cables in open ground represents the lowest cost, but most disruptive, installation technique. Nevertheless this would still equate to a cost of around £13 million per kilometre compared to £2.5 million per kilometre for overhead lines (Table 9.1, Strategic Options Report, January 2015).

6.5 Cost

Comments on Overall Project Cost

- 6.5.1 In relation to the additional costs of an underground or subsea connection, the Caernarfonshire Branch of CPRW argues that the Project is part of a larger national investment programme in power generation and distribution, and as such these extra costs should be borne by consumers across the UK.
- 6.5.2 Other stakeholders argue that environmental and social costs have not been properly considered in the cost comparison of the options, in some cases underlining National Grid's responsibility to consider these potential impacts:
- “You have not taken into account the balance you are required to make on environmental, visual, tourism and most importantly on the people who live and make a living on the island. In fact the effect on agriculture in what is some of the most productive farmland in the whole of Wales (Mon Mam Cymru) is given no consideration at all.” (National Farmers' Union (Cymru))*
- 6.5.3 The Caernarfonshire Branch of CPRW meanwhile argues that the difference in costs has been overstated as it doesn't take into account the long term costs of overhead power lines over the formal 40 year life of the Project and beyond.

NATIONAL GRID'S RESPONSE

Overall Project cost and cost to consumers

National Grid has to consider the cost of the Project as this is ultimately passed onto consumers in their electricity bills. The overall capital cost for the Project if subsea cables were used is estimated at between £1.13 billion and £1.38 billion for HVDC, and between £1.26 billion and £1.47 billion for AC subsea connections as set out in our Strategic Options Report (January 2015). This compares to £519 million for the strategic option that involves an overhead line between Wylfa and Pentir, and £940 million for a wholly underground option between the two sites. Our preferred option of an overhead line with an underground section at the Menai Strait requires an additional £35-50m for undergrounding on top of the cost of the overhead line option. When taking into account lifetime costs, the cost difference widens further. The high costs and technical risk associated with subsea connections were taken into account when determining National Grid's preferred option.

We are re-costing the strategic options to provide a more detailed estimate of actual Project costs as part of our ongoing work and this information will be made available for the statutory consultation (Stage 3 Consultation).

As a business National Grid is regulated by Ofgem and must consider the cost of investment and the impact on electricity bills. Although an investment in an area cannot be directly apportioned to each individual household, based on an average annual domestic electricity bill of £600 (Ofgem, October 2013), National Grid's electricity transmission charge is £19.93, around 3.3% of the average customer bill. This includes National Grid's costs to invest in the grid, as well as the connections to large offshore wind farms but does not include the high-voltage grids in Scotland - which National Grid doesn't own.

Throughout the development process the capital and whole life costs are continually updated

to reflect the more detailed stage of the Project and these costs are back checked against previous options to ensure the decisions are still valid with changes in technology.

Environment and socio-economic considerations

Through careful routeing and design National Grid has sought to avoid or significantly reduce any adverse effects on the environment, social and economic receptors. This has included consideration of farming and other businesses operating along the route, including tourist destinations and visitor accommodation, together with proximity to properties and views of the route options. We are working with farmers to understand how they use their land and see if we can site our equipment to reduce potential effects on farming activities.

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. National Grid notes the need to demonstrate that any final proposal will comply with relevant government policy.

Comments on the Cost of Undergrounding

- 6.5.4 Gwynedd Council urges National Grid to consider two factors in relation to the additional cost of undergrounding the proposed route from the Menai Strait to Pentir. These are firstly that this cost is likely to be minimal within the context of the overall project cost, and secondly that social and sustainability considerations should be factored into consideration of these costs.

NATIONAL GRID'S RESPONSE

Cost of Undergrounding

Much of the cost of using underground cables is comprised of the cost of purchasing the cables themselves. However the works to install the cables also make up a significant element. Installing the cables in pre-installed ducts or even deep tunnels significantly adds to the cost of installation. Directly burying cables in open ground represents the lowest cost, but most disruptive, installation technique. Nevertheless this would still equate to a cost of around £13 million per kilometre compared to £2.5 million per kilometre for overhead lines (Table 9.1, Strategic Options Report, January 2015).

Underground cables are an established technology for transmitting alternating current electricity. Whilst the use of underground cables is more technically challenging than an equivalent overhead line this consideration would not preclude nor weigh heavily in the balance when choosing the most appropriate technology to adopt. Of far more significance is the high cost difference between overhead lines and underground cables, and the nature of the environmental and community effects that each might cause.

The construction of overhead lines is less intensive than the construction of underground cables. In the case of the North Wales Connection Project, underground cables would require a 65 metre wide continuous construction swathe. Due to the scale of the construction activities associated with installing the multiple buried cables that would be needed, there would be a risk of significant damage being caused to important habitats and archaeological features along the route. These are some of the important considerations, including effects upon local views from properties and the high cost differences, which need to be balanced when deciding the most appropriate solution.

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Through careful routeing and design National Grid has sought to avoid or significantly reduce any adverse effects on the environment and social and economic receptors. This has included consideration of farming and other businesses operating along the route, including tourist destinations and visitor accommodation, together with proximity to properties and views of the route options. We are working with farmers to understand how they use their land and see if we can site our equipment to reduce potential effects on farming activities.

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. We have considered all of these factors and believe that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line. National Grid believes that this would best fulfil the statutory duties and complies with national planning policy. The Strategic Options Report (January 2015) contains further information on this decision. National Grid notes the need to demonstrate that any final proposal will comply with relevant government policy and we continue to undertake further works and assessments to inform the refinement of our proposals through to detailed routing of the overhead line and siting of individual towers.

A full Environmental Impact Assessment will be carried out on the preferred alignment and consultation will take place with stakeholders on the scope of the Environmental Impact Assessment and on the preliminary results of the study during the statutory consultation stage (through the publication of a 'Preliminary Environmental Information Report' or PEIR).

The assessment of the environmental impacts associated with the final development proposal for which a Development Consent Order is being sought will be published in an Environmental Statement to accompany the application for development consent.

Comments on the Cost of Subsea

- 6.5.5 Referring to the figure cited for the extra cost of a subsea connection, the National Farmers' Union (Cymru) argues that when factored into annual electricity bills nationally this increase would be less than one pound.
- 6.5.6 Other stakeholders are more wary of the potential costs of a subsea connection. Among these, the Isle of Anglesey County Council notes that technical issues around an HVDC option have been confirmed by independent specialist consultants and as such they accept that this is not a viable option.

NATIONAL GRID'S RESPONSE**Cost of Subsea**

National Grid notes and welcomes the agreement of Isle of Anglesey County Council that a HVDC (high voltage direct current) subsea solution is not a viable option.

National Grid has to consider the cost of the Project as this is ultimately passed onto consumers in their electricity bills. The overall capital cost for the Project if subsea cables were used is estimated at between £1.13 billion and £1.38 billion for HVDC, and between £1.26 billion and £1.47 billion for AC subsea connections as set out in our Strategic Options

Report (January 2015). This compares to £519 million for the strategic option that involves an overhead line between Wylfa and Pentir, and £940 million for a wholly underground option between the two sites. Our preferred option of an overhead line with an underground section at the Menai Strait requires an additional £35-50m for undergrounding on top of the cost of the overhead line option. When taking into account lifetime costs, the cost difference widens further. The high costs and technical risk associated with subsea connections were taken into account when determining National Grid's preferred option.

We are re-costing the strategic options to provide a more detailed estimate of actual Project costs as part of our ongoing work and this information will be made available for the statutory consultation (Stage 3 Consultation).

As a business National Grid is regulated by Ofgem and must consider the cost of investment and the impact on electricity bills. Although an investment in an area cannot be directly apportioned to each individual household, based on an average annual domestic electricity bill of £600 (Ofgem, October 2013), National Grid's electricity transmission charge is £19.93, around 3.3% of the average customer bill. This includes National Grid's costs to invest in the grid, as well as the connections to large offshore wind farms but does not include the high-voltage grids in Scotland - which National Grid doesn't own.

Throughout the development process the capital and whole life costs are continually updated to reflect the more detailed stage of the Project and these costs are back checked against previous options to ensure the decisions are still valid with changes in technology.

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. National Grid will need to demonstrate that any final proposal would comply with relevant government policy.

6.6 Environment

Impact on Biodiversity and Wildlife

- 6.6.1 RSPB Cymru raises a number of concerns in relation to the potential impact of the proposals on biodiversity - specifically bird species and their habitats. Species they mention in particular include wildfowl and wading birds as well as endangered populations such as curlews and lapwings. They note the potential for displacement and collision risk as well as the potential impact on habitat areas and statutory designated sites, particularly in the Menai Strait, Corsydd Môn/Anglesey Fens Special Area of Conservation (SAC) and Y Fenai a Bae Conwy/ Menai Strait and Conwy Bay SAC. RSPB Cymru requests that these risks be properly assessed and mitigated.
- 6.6.2 The National Trust, while supportive of the commitment to undergrounding in the Menai Strait and AONB, expresses concern about the potential impact of this work on ecology and archaeology in these areas.
- 6.6.3 Natural Resources Wales notes that while their protected species records would not exclude any of the proposed route options, further protected species surveys and assessments are required. They note that National Grid has identified great crested newts as a species potentially affected.

NATIONAL GRID'S RESPONSE**Impact on Biodiversity and Wildlife**

Habitat and protected species surveys (including wintering and breeding bird surveys, and surveys for bats and red squirrel) are being undertaken and will inform the ongoing design and assessment work. They will be used as part of the Environmental Impact Assessment and will aid consideration of appropriate mitigation measures where required.

All reasonable efforts will be made to ensure that effects on habitats, wildlife and designated sites are reduced where possible through the route selection and design process. Where these cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process. National Grid will continue to consult with and take advice from Natural Resources Wales and other stakeholders to seek to reduce effects of the Project on protected species and habitats through the ongoing design and assessment work.

Impact on Biodiversity and Wildlife Resulting from Undergrounding

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. Due to the scale of the construction activities associated with installing the multiple buried cables, there is risk of damage being caused to important habitats and archaeological features along the route. These are some of the important considerations, which will need to be balanced when deciding on the most appropriate solution for the connection.

Impact on Landscape and Views

- 6.6.4 Both CPRW and the Caernarfonshire Branch of CPRW believe that the proposed overhead connection would have a significant visual impact on the landscape character of Anglesey. The latter argues that the economic value of the landscape has not been recognised by National Grid.
- 6.6.5 CPRW notes that the current statutory Local Plan for Anglesey designates most of Anglesey as a Special Landscape Area. Similar views are expressed by the National Farmers' Union (Cymru) who argues that the designation of some areas as Areas of Outstanding Natural Beauty is artificial as the whole island could be categorised in this way. Natural Resources Wales states that consideration of views from and into the Area of Outstanding Natural Beauty (AONB) will need to be considered in the landscape assessment. The National Trust welcomes and supports the visual and landscape benefits brought about by the commitment to underground cables in proximity to the Menai Strait and AONB.

NATIONAL GRID'S RESPONSE

National Grid understands the concerns that local residents and stakeholders have about the proposals, and that some of the proposed options would be visible from areas within the Anglesey Area of Outstanding Natural Beauty (AONB) and/or may affect the setting of the AONB or other valued landscapes such as Special Landscape Areas or Registered Parks and Gardens. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

Consultation feedback helps us to understand the views and concerns of stakeholders and local communities and identify issues that must be considered as part of our ongoing design and assessment work. Landscape and visual effects will be an important factor in determining the final route option and alignment.

Undergrounding at the Menai Strait

National Grid recognises that the Anglesey AONB and Menai Strait area are sensitive locations, where planning policies and National Grid's statutory duties count against the use of an additional overhead line. As a result National Grid is developing alternative proposals involving the use of underground technologies so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 consultation. For more information on the decision to underground in this area please refer to the Strategic Options Report (January 2015) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

Landscape and Visual Effects

A full Landscape and Visual Impact Assessment, including consideration of cumulative effects and a detailed assessment of effects on private views (i.e. views from residential properties), will be undertaken as part of the Environmental Impact Assessment. This will include consideration of important views, both for local people and for tourism, to fully understand the effects on key views and designations such as the Anglesey AONB and Registered Parks and Gardens.

Throughout the design of the Project National Grid look to reduce effects through routeing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

Impact on Cultural Heritage

- 6.6.6 One stakeholder, the National Trust, expresses concern about potential impacts on cultural heritage. The Trust's concerns are in relation to the potential impact of undergrounding on archaeology as well as ecology.

NATIONAL GRID'S RESPONSE

Impact on Cultural Heritage

Effects on cultural heritage assets, including known and unknown buried archaeology, will be considered in the ongoing design and assessment work. This will include consideration of effects on the settings of listed buildings and scheduled monuments and a review of information recorded on the local Historic Environment Record. National Grid will continue to consult with Cadw and Gwynedd Archaeological Planning Service as we develop the Project, together with the two local planning authorities.

Impact on Cultural Heritage Resulting from Undergrounding

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. Due to the scale of the construction activities associated with installing the multiple buried

cables, there is risk of damage being caused to important habitats and archaeological features along the route. These are some of the important considerations, which will need to be balanced when deciding the most appropriate solution for the connection.

Impact on Water Environment and Flooding

- 6.6.7 In relation to water and flooding considerations, although matters associated with flood risk are unlikely to result in the exclusion of any of the proposed alignments, Natural Resources Wales underlines that the potential increase in flood risk as a result of the development is an important issue to be considered. They recommend further dialogue in relation to these potential impacts.
- 6.6.8 The Marine Management Organisation also notes the statutory requirement for a Marine Plan for offshore development.

NATIONAL GRID'S RESPONSE

Impact on Water Environment and Flooding

Potential effects on water resources and flood risk will be addressed as part of the hydrology and flood risk section of the Environmental Impact Assessment. Any impacts on flood risk associated with the construction phase of the Project will be reduced by best practice methods. Use of heavy machinery will be controlled to a limited space/route to reduce any effect on overland flow and, if possible, suitable mitigation measures could be used to address any outstanding issues related to infiltration and therefore flood risk.

Assessment of flood risk is a key requirement of the Environmental Impact Assessment process and will also inform the ongoing design and assessment work. Welsh Water and Natural Resources Wales will continue to be consulted as part of the Environmental Impact Assessment process.

Offshore Development

We are aware of the requirement to produce a Marine Plan for offshore development. National Grid will continue to liaise with the Marine Management Organisation and the Marine Consents Unit within Natural Resources Wales in relation to any offshore investigations.

Contaminated Land

- 6.6.9 Natural Resources Wales notes the possibility that the proposed route may pass through areas of land that have been subject to potentially contaminative uses in the past. It advises investigation and assessment to determine the potential risk and necessary remediation measures.

NATIONAL GRID'S RESPONSE

Baseline information has been collected and will feed into the ongoing design and assessment work. Potential and very localised areas of contamination have been identified. Where there is a need to cross contaminated land this will be assessed as part of the Environmental Impact Assessment, which will be reported in the Environmental Statement. The potential significance of these effects will be reported taking account of guidelines given in Construction Industry Research and Information Association (CIRIA) document 552 Contaminated Land

Risk Assessment, A Guide to Good Practice. The rationale for the assessment of significance is based on the risk assessment process and therefore, takes account of the different sensitivities (importance) of the potential receptors.

Potential for contaminated land will be assessed as part of the Environmental Impact Assessment and appropriate mitigation implemented where required.

6.7 Socio-economic

Job Creation/Community Benefits

- 6.7.1 Isle of Anglesey County Council notes the potential benefits to the local economy in terms of jobs and supply chain opportunities associated with the Project. It calls for measures to maximise these that are consistent with those developed for the Hinkley Point C Connections Project. Gwynedd County Council notes the need to give careful consideration to measures to ensure that local companies who work in several sectors are in a good position to be able to take advantage of work contracts during the construction phase.

“The construction works for undergrounding the Menai Straits section and the proposed new line present opportunities for local employment and local sourcing. The Council calls for an undertaking by National Grid to maximise these opportunities for local people and businesses and to provide support through education and skills training and supply chain development.” (Isle of Anglesey County Council)

NATIONAL GRID’S RESPONSE

Job Creation/Community Benefits

During construction the Project will require investment in components and labour. Where possible these will be sourced from Anglesey, Gwynedd and other areas in Wales. Some may also be sourced elsewhere in the UK and overseas.

Detail regarding the geographical source of the labour, plant and capital equipment associated with the Project will only be available following a contract tendering and subsequent award process following consent. Nonetheless, based on National Grid’s previous experience in electricity infrastructure procurement, construction of new overhead lines does result in positive effects on the local economy through employment and increased spending.

The likely job opportunities that will result from the Project will be considered as part of the socio-economic assessment within the Environmental Impact Assessment. Appropriate consideration will be given to recruitment and procurement schemes to encourage local sourcing where possible.

Impact on Business/Tourism/Local Economy

- 6.7.2 In contrast to the above, some stakeholders express concern about the potential impact of an overhead line across Anglesey on the island’s economy. They note the economic importance of tourism and the value of the landscape in this regard. Among these, Isle of Anglesey County Council notes the need for potential long-term impacts to be assessed in detail with input from the

Council, and Gwynedd County Council underlines the need to consider the potential economic effects of the Project in a more holistic way.

- 6.7.3 National Farmers' Union (Cymru) also expresses concern about the economic impact on the farming industry, arguing that this has not been given the same priority as environmental considerations:

“The implication in the consultation that the route can be diverted away from Sites of Special Scientific Interest, bird flight paths and historic areas but not it seems productive pastures and cropping is an insult to the food and farming industry in Wales. It is not right and certainly not balanced that nature and history somehow take precedence over people.”
(National Farmers' Union (Cymru))

NATIONAL GRID'S RESPONSE

Landscape and Visual Effects

National Grid understands the concerns that local residents and stakeholders have about the proposals. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism. Landscape and visual effects will be an important factor in determining the final route option and alignment.

A full Landscape and Visual Impact Assessment will be undertaken as part of the Environmental Impact Assessment. This will include consideration of important views, both for local people and for tourism, to fully understand the effects on key views and designations and to reduce effects where possible through routeing and pylon choice. A Preliminary Environmental Information Report (PEIR) will accompany the statutory consultation (Stage 3 consultation) which is scheduled to commence in the autumn of 2016.

Throughout the design of the Project National Grid look to reduce effects through routeing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

Business Survey

A business survey will be undertaken during 2016 that will seek to contact a number of businesses (based on a random selection of business types within Anglesey and Gwynedd). The intention will be to understand the type of businesses available in the area around the North Wales Connection Project and what concerns they may have, and investigate if effects are likely on the business in terms of employment, disruption to the business or effects on their supply chain. From this an understanding of the effects and consideration of potential suitable mitigation measures will be possible and reported as part of the Environmental Impact Assessment.

Tourism and Visitor Behaviour Survey

A tourism survey will be undertaken as part of the socio-economic assessment. Part of this work will seek to clarify tourism / visitor numbers, which will feed into the identification of locations for visitor questionnaires to be completed. The tourism survey will also consider effects on transient visitors (those who are passing through the area) and we shall be working with the landscape specialists to identify potential effects and consider mitigation measures as appropriate. The survey will include questions related to visitor behaviours and perceptions of

the Project. This will be used to identify any potential changes in behaviour and perception that could have knock-on effects on the tourism sector on Anglesey and Gwynedd. This work forms part of the Environmental Impact Assessment and will be reported in the Environmental Statement that will accompany the application for a Development Consent Order.

Effect on Farming

National Grid understands that our activities inevitably affect the operations of farmers whose land we cross. National Grid has already begun discussions with potentially affected landowners to better understand the nature of their farming activities, and will seek to work with them so as to reduce any possible effects as far as practically possible. Examples might include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Site work will be completed within the shortest duration where possible and temporary accesses will be removed following completion. Financial payments are also made to those whose land National Grid's equipment crosses in order to compensate for disruption caused by our works.

Back-checking and Review

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

6.8 Mitigation Measures

General

6.8.1 Isle of Anglesey County Council comments on mitigation measures for the route overall. They argue that mitigation should be incorporated into the design and further measures developed through effective community engagement, with provision for compensation where impacts cannot be mitigated:

“Where it is not possible to fully mitigate effects, enhancement or compensation should be provided. It is of critical importance that sufficient and early engagement be undertaken with the Council to establish common ground on detailed proposals for control and mitigation of effects.” (Isle of Anglesey County Council)

NATIONAL GRID'S RESPONSE

Mitigation

The opinion of local residents and stakeholders is important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

National Grid welcomes comments from the public and stakeholders concerning potential mitigation to further reduce the effects of the Project. These will be considered as part of the ongoing design and assessment work. We will continue to liaise with Isle of Anglesey County Council, Gwynedd Council and the other statutory stakeholders on the approach to the

cumulative assessment and identification of suitable mitigation measures.

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). National Grid works closely with any landowners on whose land our equipment is sited to negotiate compensation terms if this is appropriate.

Environmental Mitigation Measures

- 6.8.2 Stakeholders make comments and suggestions in relation to the mitigation of potential environmental impacts. A couple of organisations feel that the proposed mitigation measures, particularly in relation to visual impact, are inadequate. While the Historic Environment Branch of Cadw recommends screening in some areas to mitigate potential visual impacts on the landscape and cultural heritage, the National Farmers' Union (Cymru) states that these measures fail to recognise the flat character of Anglesey's landscape, arguing that this would in fact worsen the visual impact. Similarly, the Caernarfonshire Branch of CPRW states that:

"We acknowledge the considerable effort National Grid is putting in to try to mitigate the visual impact of the overhead route, including in particular options to cross the Menai. However, our view is that the proposed new overhead lines from Wylfa across the main part of the island would still inevitably impose unacceptably high visual damage to the landscape." (Campaign for the Protection of Rural Wales, Caernarfonshire Branch)

- 6.8.3 The RSPB puts forward suggestions in relation to the mitigation of potential impacts on biodiversity. This includes identifying and giving special consideration to farms receiving payments under the Glastir Agri-environmental scheme. They also suggest time-related construction restrictions in relation to nesting periods. Natural Resources Wales notes their expectation that all necessary precautions will be taken by National Grid in relation to potential impacts in regard to flood risk. They suggest that their guidance on this area, Groundwater Protection: Principles and Practice (GP3) should be taken account of.

- 6.8.4 RSPB Cymru states its belief that there is potential for the enhancement of biodiversity through the Project, while the Historic Environment Branch of Cadw suggests that such possibilities also exist in relation to the historic environment:

"Since National Grid will be contacting and negotiating with landowners as part of the project this could provide opportunities for public access, interpretation and management of sites. Consideration could also be given to off site/digital interpretation, local public/community engagement through archaeological investigation/education, etc." (Historic Environment Branch Cadw)

NATIONAL GRID'S RESPONSE

Landscape and Visual

Throughout the design of the Project, National Grid has sought to reduce landscape and visual effects through routing and pylon choice, and will continue to do so through the ongoing design and assessment work. Opportunities for mitigation planting will also be explored to

reduce effects. This will be undertaken in conjunction with landowners.

A full Landscape and Visual Impact Assessment will be undertaken as part of the Environmental Impact Assessment, which will enable a full understanding of the effects of the Project and identify opportunities for potential further mitigation to reduce effects where possible.

Biodiversity mitigation

Habitat and protected species surveys (including wintering and breeding bird surveys, and surveys for bats and red squirrel) are being undertaken and will inform the ongoing design and assessment work. They will be used as part of the Environmental Impact Assessment, to reduce potential effects where possible, and will aid consideration of appropriate mitigation measures where required. National Grid will continue to consult with and take advice from Natural Resources Wales and other specialist stakeholders to seek to reduce effects of the Project on protected species and habitats.

Potential mitigation measures are likely to include pylon siting, access track routeing and new areas of planting such as blocks of woodland. National Grid will seek to work with farmers within schemes such as the Glastir Agri-environmental scheme to reduce effects where possible and identify potential mitigation measures where necessary.

Hydrological Mitigation

Identification of the most acceptable route option will involve an analysis of the risk to the hydrological environment from the construction, operational and decommissioning aspects of the Project. The Environmental Impact Assessment process will assess whether there will be any significant environmental effects on water quality, resources and flood risk. Where effects are identified they will need to be mitigated to an acceptable level. We anticipate, however, that effects in respect of construction and maintenance activities will be largely controlled by the implementation of pollution prevention best practice guidelines as well as design-specific mitigation measures that are appropriate for the water courses in question.

Historic Environment Mitigation

National Grid is considering the historic environment in the developing design of the scheme, seeking to avoid known features of historic environment interest and to reduce harm to the settings of features where possible. The primary form of mitigation will therefore be in the routeing of the scheme, though other mitigation measures are also being considered. This could include planting at some locations, but will be considered on a case by case basis, taking account of the nature of the features in question, as planting will not be appropriate mitigation in all instances. A detailed historic environment assessment is also underway and this will allow potential further mitigation measures to be considered, which may include the avoidance of archaeological remains in the scheme design, or provision for their excavation and recording in advance of development.

7 FEEDBACK RECEIVED ON ROUTE SECTION 1

7.1 Introduction

7.1.1 Route Section 1 extends from Wylfa substation towards Rhosgoch. The closest villages to the route are Tregele, Llanfechell and Cemaes. In this section the existing overhead line passes through or close to the proposed Mynydd Mechell Special Landscape Area (SLA), a standing stone, scheduled monuments, listed buildings and ancient woodlands.

7.1.2 There are two potential route options in this section: 1A and 1B. Please refer to the map for this section of the route on the next page.

7.1.3 This chapter summarises technical stakeholders' comments related to Section 1. Responses specific to this section of the route were received from two technical stakeholders:

- Gwynedd Archaeological Planning Service (GAPS)
- The Historic Environment Branch of Cadw

7.1.4 Môn a Gwynedd Friends of the Earth also provided a response relating to Section 1, stating that they do not have observations on this section of the route.

7.2 General Comments

7.2.1 In relation to Route Section 1, no consultation feedback was received on the theme 'General Comments'.

7.3 Engineering, Design and Construction

7.3.1 In relation to Route Section 1, no consultation feedback was received on the theme 'Engineering, Design and Construction'.

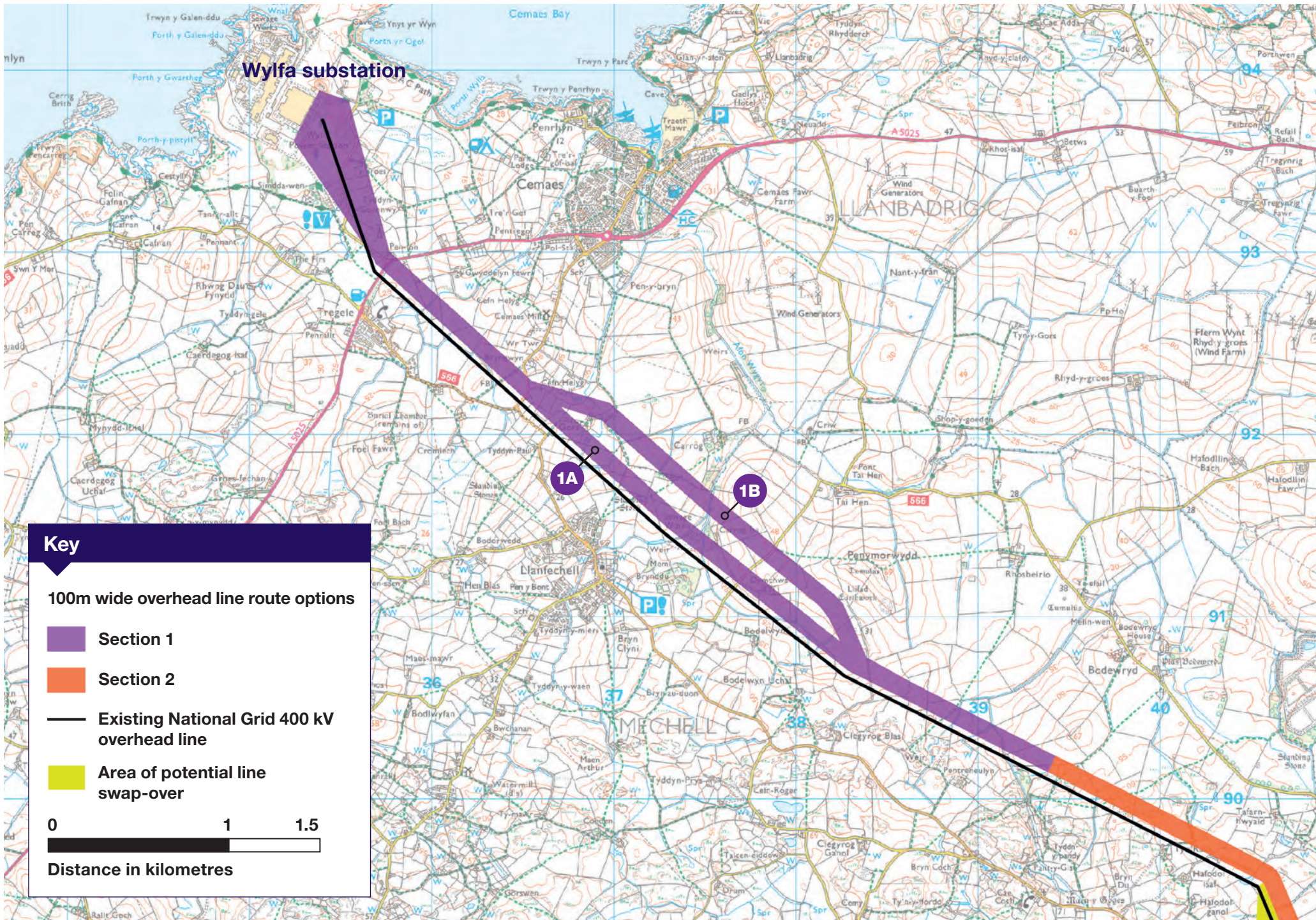
7.4 Environment

Impact on Cultural Heritage

7.4.1 The Historic Environment Branch of Cadw and Gwynedd Archaeological Planning Service state their preference for route option 1A because they believe it would have less impact on local cultural heritage assets. The Historic Environment Branch of Cadw qualifies their support noting that route option 1A is the 'least worst' option as it would go through an area that they believe is already compromised by the existing line. This is explored in further detail in the Environment section below.

7.4.2 The Historic Environment Branch of Cadw expresses concerns that the proposed overhead line would exacerbate the adverse visual impact of the existing line. They state that the cumulative effect of the overhead cables would further reduce the inter-visibility that exists between the standing stones north of Llanfechell (a scheduled ancient monument) and other contemporary monuments, including the standing stones to the west and Pen Y Morwyd Round Barrows to the east.

7.4.3 Gwynedd Archaeological Planning Service also discusses the potential impact the proposals may have on the local heritage. Their comments focus on the cluster of prehistoric features at Carrog which could be negatively affected by route option 1B.



NATIONAL GRID'S RESPONSE

Impact on Cultural Heritage and Cumulative Effects

The opinion of the local community, interested parties and statutory and other consultees is important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of all respondents and identify issues that must be considered as part of our ongoing design and assessment work.

The potential for cumulative effects on heritage assets resulting from the addition of the proposed overhead line to the existing overhead line will be considered in the ongoing design and assessment work. This will include consideration of the inter-visibility between heritage assets such as the standing stones either side of the existing overhead line in the vicinity of Llanfechell.

All reasonable efforts will be made during the ongoing design and assessment work to ensure effects on cultural heritage assets are reduced where possible. Where effects on cultural heritage assets cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process.

7.5 Health, Safety and Security

- 7.5.1 In relation to Section 1 of the route options, no consultation feedback was received on the theme 'Health, Safety and Security'.

7.6 Mitigation Measures

General Mitigation Measures

- 7.6.1 The Historic Environment Branch of Cadw notes that there are opportunities for enhancement in the area that National Grid should explore as part of the development. These include interpretation, conservation, management and increased access to the monuments in the area.

NATIONAL GRID'S RESPONSE

Mitigation

National Grid will consider opportunities for enhancement of the heritage assets and the mechanisms for how these could be secured during the ongoing design and assessment work. We will continue to consult with and take advice from Cadw and GAPS to seek to reduce any effects of the Project on heritage assets where possible.

8 FEEDBACK RECEIVED ON ROUTE SECTION 2

8.1 Introduction

- 8.1.1 Route Section 2 starts at Rhosgoch and runs to Llandyfydog, passing Rhosybol and Capel Parc. This section contains Llyn Alaw reservoir south-west of Rhosybol, the Anglesey Area of Outstanding Natural Beauty (AONB) lies to the east, and a number of scheduled monuments and listed buildings. Wind turbines are scattered throughout this area.
- 8.1.2 There are four route options proposed in this section of the route: 2A, 2B, 2C and 2D. Please refer to the map for this section of the route on the next page.
- 8.1.3 This chapter summarises technical stakeholders' comments related to Route Section 2. Responses were received from four stakeholders:
- Gwynedd Archaeological Planning Service (GAPS)
 - Môn a Gwynedd Friends of the Earth
 - Natural Resources Wales (NRW)
 - The Historic Environment Branch of Cadw

8.2 General Comments

- 8.2.1 In relation to Route Section 1, no consultation feedback was received on the theme 'General Comments.'

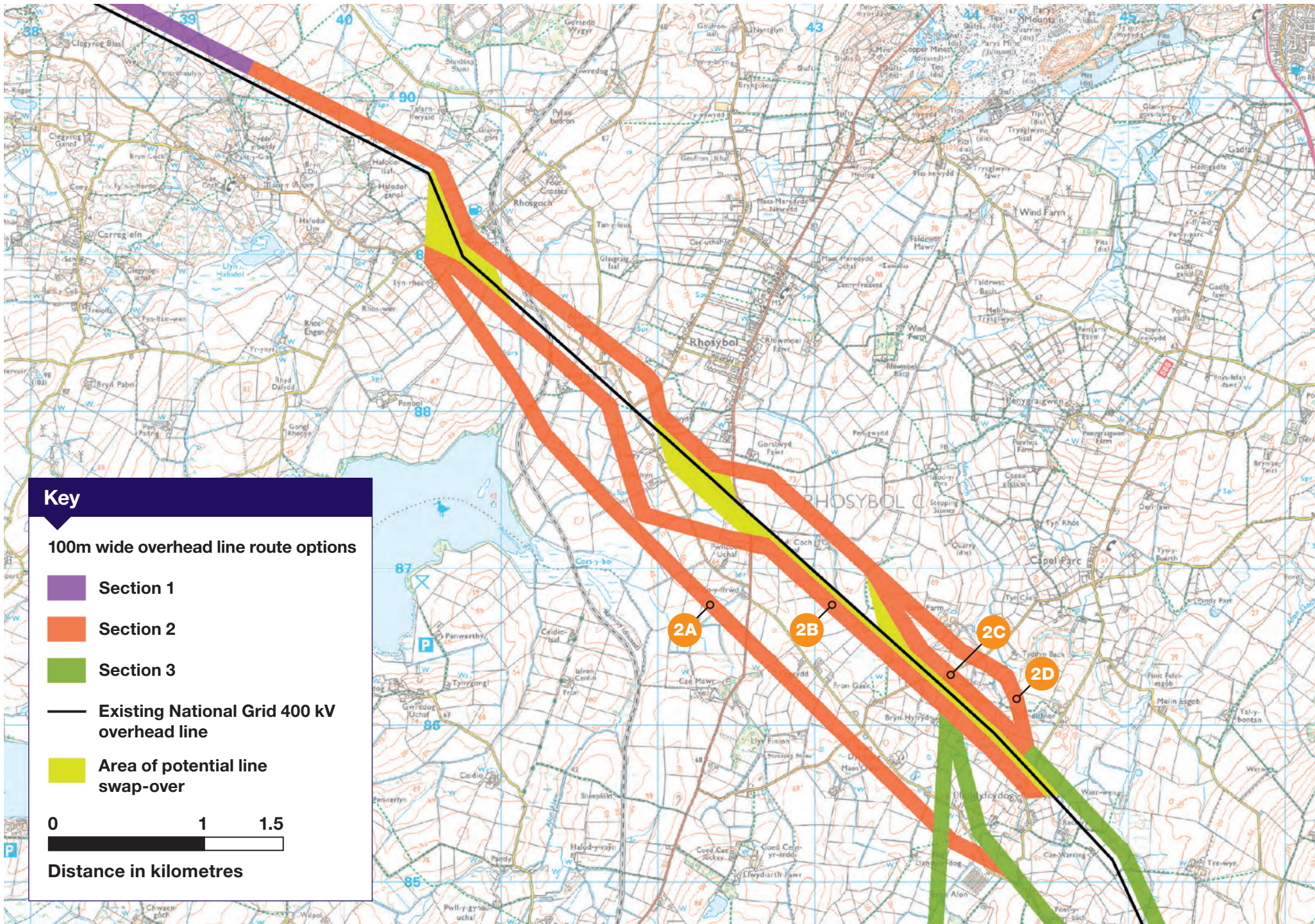
8.3 Engineering, Design and Construction

- 8.3.1 In relation to Section 2 of the route options, no consultation feedback was received on the theme 'Engineering, Design and Construction'.

8.4 Environment

Impact on Biodiversity and Wildlife

- 8.4.1 One stakeholder – Môn a Gwynedd Friends of the Earth – comments that they favour a route at greater distance from Llyn Alaw Site of Special Scientific Interest (SSSI), i.e. route options 2C or 2D. This is in the context of a desire for further survey work regarding potential impacts on biodiversity and wildlife associated with Llyn Alaw.
- 8.4.2 Môn a Gwynedd Friends of the Earth (with respect to route options 2A, B, C and D) and Natural Resources Wales (with respect to route option 2A) both comment on the need to take Llyn Alaw Site of Special Scientific Interest into account. Their specific concern is the potential impact on Whooper swans and other overwintering wildfowl or waders, specifically with respect to the risk of collision with overhead lines. Both stakeholders ask that the results of further surveys on this issue be taken into account to inform the route choice, or specifically as part of the Environmental Impact Assessment.



NATIONAL GRID'S RESPONSE

Impact on Biodiversity and Wildlife

The opinion of the local community, interested parties and statutory and other consultees is important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of all respondents and identify issues that must be considered as part of our ongoing design and assessment work.

Where possible, all reasonable efforts will be made to reduce effects on designated sites such as Llyn Alaw. Habitat and protected species surveys (including wintering and breeding bird surveys) will be used to inform the ongoing design and assessment work, and consideration of appropriate mitigation measures where required. We will continue to consult with and take advice from Natural Resources Wales to seek to reduce any effects of the Project on protected species and habitats where possible.

Impact on Cultural Heritage

8.4.3 The Historic Environment Branch of Cadw comments that some Section 2 route options would bring the line further north towards a standing stone (ANG78) and Pen Y Fynwent Enclosure and Barrow, but would be unlikely to have a detrimental impact on their setting.

8.4.4 Two stakeholders (the Historic Environment Branch of Cadw and Gwynedd Archaeological Planning Service) comment on the potential impact of route option 2A on the setting of nearby heritage sites: Llys Einion Standing Stone and Maen Chwyf Chamber Tomb. Gwynedd Archaeological Planning Service adds a comment regarding possible impact on the setting of listed buildings in Llandyfyrdog, due to a potential sense of enclosure by the route.

NATIONAL GRID'S RESPONSE

The opinion of the local community, interested parties and statutory and other consultees is important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of all respondents and identify issues that must be considered as part of our ongoing design and assessment work.

The setting of listed buildings, scheduled monuments and other heritage assets will be considered in the ongoing design and assessment work, including the Project Environmental Impact Assessment. We will continue to consult with and take advice from Cadw and GAPS to seek to reduce any effects of the Project on heritage assets where possible.

8.5 Health, Safety and Security

8.5.1 In relation to Section 2 of the route options, no consultation feedback was received on the theme 'Health, Safety and Security'.

8.6 Mitigation Measures

- 8.6.1 In relation to Section 2 of the route options, no consultation feedback was received on the theme 'Mitigation Measures'.

9 FEEDBACK RECEIVED ON ROUTE SECTION 3

9.1 Introduction

9.1.1 Section 3 runs from north of Llandyfrydog towards Talwrn. The closest villages to the route are Capel Coch, Llandyfrydog and Llanddyfnan.

9.1.2 The Anglesey Area of Outstanding Natural Beauty (AONB) lies to the east. The section contains many scheduled monuments and listed buildings, and the Anglesey Fens Special Area of Conservation (SAC), which is an important area for plants and wildlife.

9.1.3 South east of Capel Coch is the Tre-Ysgawen Hall Country Hotel and Spa.

9.1.4 There are three proposed route options in this section: 3A, 3B and 3C. Please refer to the map for this section of the route on the next page.

9.1.5 This chapter summarises comments from technical stakeholders specifically related to Route Section 3. Responses were received from five stakeholders:

- Gwynedd Archaeological Planning Service
- Ministry of Defence
- Môn a Gwynedd Friends of the Earth
- Natural Resources Wales
- The Historic Environment Branch of Cadw

9.2 General Comments

9.2.1 In relation to Route Section 1, no consultation feedback was received on the theme 'General Comments.'

9.3 Engineering, Design and Construction

9.3.1 In relation to Section 3 of the route options, no consultation feedback was received on the theme 'Engineering, Design and Construction'.

9.4 Environment

Impact on Biodiversity and Wildlife

- 9.4.1 Môn a Gwynedd Friends of the Earth acknowledges that route option 3A would impact on properties and landscape currently unaffected by National Grid's equipment, but nevertheless states their preference for this route option as it would avoid Cors Erddreiniog, a designated National Nature Reserve, Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC) and Ramsar site.
- 9.4.2 Môn a Gwynedd Friends of the Earth expresses concerns that route option 3B would be too close to Cors Erddreiniog. They state that there are records of 165 bird species at Cors Erddreiniog, including bitterns, corncrakes, curlew and snipe. Môn a Gwynedd Friends of the Earth raises concern that the power lines would pose risks to migrating and non-migrating birds adding that there is evidence of bird mortality due to pylon collisions.
- 9.4.3 Môn a Gwynedd Friends of the Earth also notes that the fen communities and invertebrate species are sensitive to hydrological change which could be triggered by the construction phase.
- 9.4.4 Natural Resources Wales notes that if National Grid decides to pursue a route through Cors Erddreiniog, detailed information on the potential pylon location and installation methods should be provided early in the consultation process. They add that pending careful planning; it may be possible to cross Cors Erddreiniog without an adverse effect on site integrity.

NATIONAL GRID'S RESPONSE

Impact on Biodiversity and Wildlife

Habitat and protected species surveys (including wintering and breeding bird surveys) are being undertaken and will be used to inform the ongoing design and assessment work, as well as consideration of appropriate mitigation measures where required. We are aware of the sensitive nature of fenland habitats and the importance of the hydrology of Cors Erddreiniog. Where possible, all reasonable efforts will be made to reduce effects on designated sites such as the nature reserve at Cors Erddreiniog. Where effects cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process.

We will continue to consult with and take advice from Natural Resources Wales to seek to reduce any effects of the Project on designated sites.

Bird Populations

Potential risks on bird populations are being considered throughout the Project. All reasonable effort is being made during the ongoing design and assessment work to reduce effects on protected species where possible, including collision risk. Protected species surveys including for wintering and breeding birds are being undertaken to inform the design, and will aid consideration of appropriate mitigation measures where required.

National Grid has no records of bird strikes on the existing line. If required, potential further mitigation will be considered for the new line, such as bird diverters, which have a proven effect.

Impact on Cultural Heritage

- 9.4.5 Gwynedd Archaeological Planning Service welcomes National Grid's decision to avoid passing by the Llech Golman standing stone, a scheduled monument. However they note concerns about the potential of all three options in this section to impact on sites of cultural and historical importance. The Historic Environment Branch of Cadw also raise concerns about the perceived impact of the proposals for this area on local cultural heritage.
- 9.4.6 With regards to route option 3A, the Historic Environment Branch of Cadw highlights the importance of the standing stones Carreg Leidr and Llech Golman.
- 9.4.7 Gwynedd Archaeological Planning Service expresses concerns over the perceived impact on listed buildings at Llwydiarth Esgob, Tregaian and Llandyfrydog. They also add that the proposed line could cross the estate of Tre-Ysgawen.
- 9.4.8 With regards to route option 3B, the Historic Environment Branch of Cadw notes that the setting of Maen Addwyn standing stone could be affected. Gwynedd Archaeological Planning Service echoes those concerns and adds that similar risk is posed to Carreg Leidr standing stone as well as the possible site of a medieval nunnery of St Claire at Clorach.
- 9.4.9 Gwynedd Archaeological Planning Service is the only stakeholder who comments on option 3C in the context of its perceived impact on local cultural heritage. They state that this option could cross a hut settlement east of Llandyfrydog as well as pass closely to the Grade II listed St Michael's church. They note that the latter is in an area that could have been a site of early medieval religious and funerary activity.

NATIONAL GRID'S RESPONSE

The opinion of the local community, interested parties and statutory and other consultees is important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of all respondents and identify issues that must be considered as part of our ongoing design and assessment work.

Effects on listed buildings, scheduled monuments and other heritage assets, including consideration of their setting, will be considered in the ongoing design and assessment work. We will continue to consult with and take advice from Cadw and GAPS to seek to reduce any effects of the Project on heritage assets where possible.

9.5 Health, Safety and Security

Impact on Aviation

- 9.5.1 Given the proximity of route option 3A to RAF Mona, the Ministry of Defence notes that if this option is selected, the height of the National Grid's equipment should not exceed 14m to avoid impacting on the airspace.

NATIONAL GRID'S RESPONSE

National Grid has engaged in discussions with the Defence Infrastructure Organisation within the Ministry of Defence regarding their concerns that route option 3A could impact flight operations at RAF Mona and acknowledges that standard height pylons would need to be avoided for parts of route option 3A to address these concerns. Further detailed design work would be undertaken to confirm specific requirements if this route option were to be taken forward.

9.6 Mitigation Measures

Environmental Mitigation Measures

- 9.6.1 Gwynedd Archaeological Planning Service asks for the transposition zone between Maenaddwyn and St Michael's Church to be utilised as much as possible to minimise the perceived impact on both sides.

NATIONAL GRID'S RESPONSE

The opinion of the local community, interested parties and statutory and other consultees is important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of all respondents and identify issues that must be considered as part of our ongoing design and assessment work.

Potential effects on heritage assets such as St Michael's Church and opportunities to reduce effects through careful routeing and design will be considered where possible. This may include the use of transposition zones where this is considered to be the best overall balance of effects.

10 FEEDBACK RECEIVED ON ROUTE SECTION 4

10.1 Introduction

- 10.1.1 This section follows the existing line between Talwrn in the east and Llangefni in the west and runs down to the west of Star. There are two route options in this section: 4A and 4B. Please refer to the map for this section of the route on the next page.
- 10.1.2 This section of the route is home to the Gylched Covert wildlife site and the Caeau Talwrn Site of Special Scientific Interest (SSSI). At Hendre Hywel, there is a Grade II listed building close to the existing overhead line and the Hirdre-Faig standing stone is southeast of Llangefni.
- 10.1.3 There are several wildlife sites in this section in addition to the Caeau Talwrn SSSI. Many of these sites form part of the wider Anglesey Fens Special Area of Conservation (SAC).
- 10.1.4 This chapter summarises comments from technical stakeholders specifically related to Route Section 4. Responses were received from five stakeholders:
- Gwynedd Archaeological Planning Service
 - Môn a Gwynedd Friends of the Earth
 - Natural Resources Wales
 - The Coal Authority
 - The Historic Environment Branch of Cadw

10.2 General Comments

Other Comments

- 10.2.1 The Coal Authority indicates that whilst currently no part of the proposed route in Section 4 falls within a Development High Risk Area, should the route be located further west than currently shown, the possibility of past mining activity in this area making the land unstable will need to be considered.

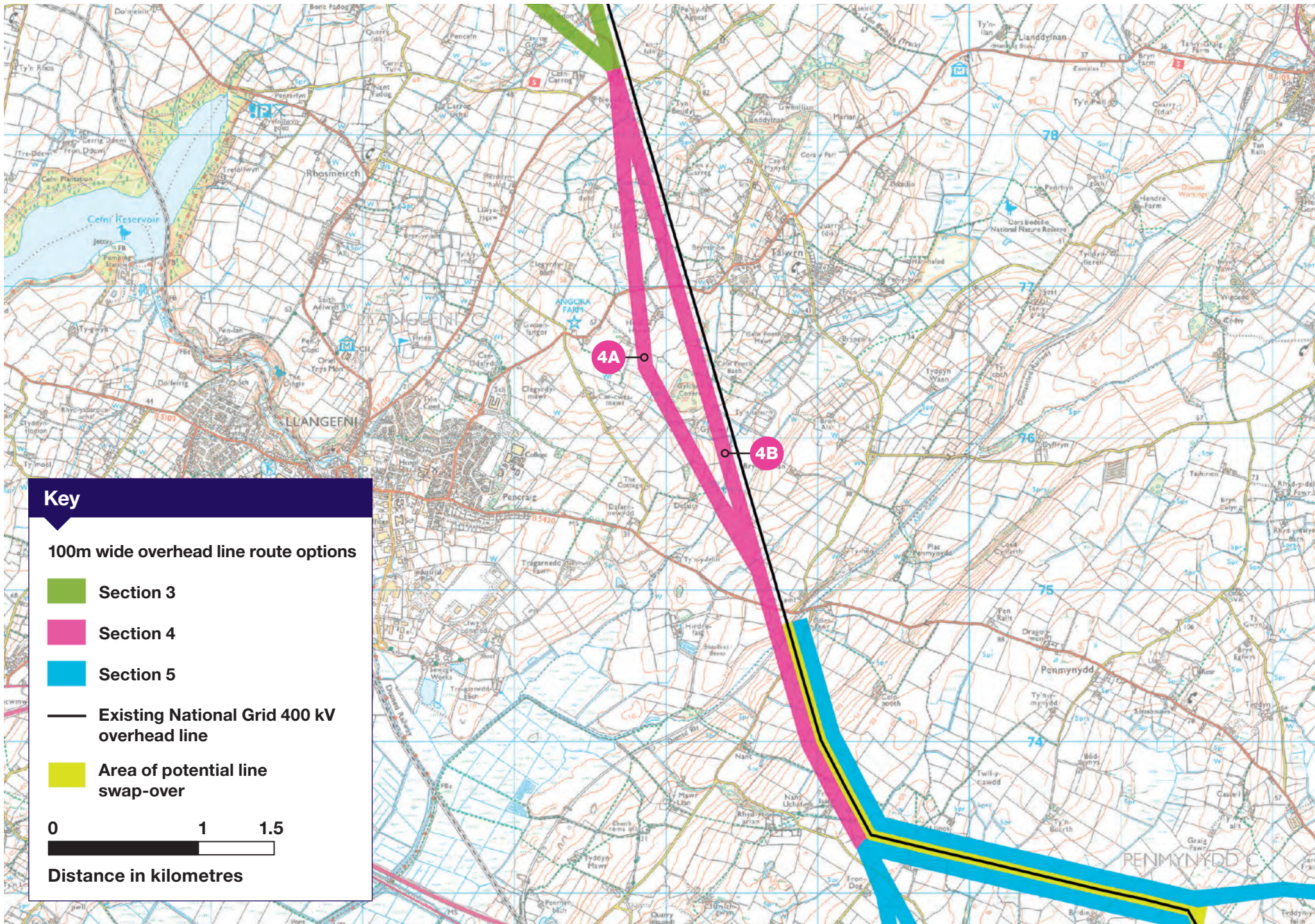
NATIONAL GRID'S RESPONSE

Past Mining Activities

National Grid notes the need to consider the risk of unstable ground as a result of past mining activities in this section of the route. Our work to date has not identified any specific areas of unstable ground. We will continue to consult with the appropriate authorities and carry out studies to inform Project development. Ground investigations will be carried out prior to construction.

10.3 Engineering, Design and Construction

- 10.3.1 In relation to Section 4 of the route options, no consultation feedback was received on the theme 'Engineering, Design and Construction'.



10.4 Environment

Impact on Biodiversity and Wildlife

- 10.4.1 Môn a Gwynedd Friends of the Earth expresses a preference for route option 4A on the grounds that it would avoid the potential impact on the Gylched Covert Wildlife Site associated with route option 4B.
- 10.4.2 Natural Resources Wales expresses concern about potential impacts on several designated sites including Caeau Talwrn Site of Special Scientific Interest (SSSI) (which is part of the Anglesey Fens Special Area of Conservation (SAC), and Anglesey and Llyn Fens Ramsar Site). They note the potential impact of western route deviations in this section on these designated areas and recommend that this risk be addressed thorough a Habitats Regulations Assessment (HRA). They feel that while potential impacts on the Caeau Talwrn SSSI require consideration, these can likely be avoided.

NATIONAL GRID'S RESPONSE

The opinion of consultees is important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of all respondents and identify issues that must be considered as part of our ongoing design and assessment work.

Where possible, all reasonable efforts will be made to reduce effects on important habitats and designated sites such as the Caeau Talwrn SSSI. Where effects cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process. We will continue to consult with and take advice from Natural Resources Wales to seek to reduce any effects of the Project on designated sites.

Where options have the potential to affect statutory designated sites such as Anglesey Fens SAC, and Anglesey and Llyn Fens Ramsar Site, the likelihood for significant effects will be considered against the context of the Habitats Regulations Assessment process which applies to such European designated sites. Detailed design and final route options will consider possible likely significant effects, in combination with other factors. Should effects be unavoidable, appropriate mitigation will be considered and secured through the Development Consent Order process where appropriate.

Impact on Cultural Heritage

- 10.4.3 Gwynedd Archaeological Planning Service expresses a slight preference for route option 4B on the grounds that this would have less impact on the Grade II listed historic property Hendre Hywel, although they feel that the information available to inform their opinions is limited.
- 10.4.4 Without specific reference to either of the lines, the Historic Environment Branch of Cadw expresses concern about the cumulative impact of the lines in terms of designated sites.
- 10.4.5 In relation to this section as a whole, the Historic Environment Branch of Cadw raises concern about potential impacts on Hirdre-faig Standing Stone:

“As with the monuments around Llanfechell, this monument is already affected by the existing infrastructure and this will only be worsened by an additional overhead line in this section. It is particularly significant for this monument since its location above the Afon

Ceint valley is clearly relevant to its significance.” The Historic Environment Branch of Cadw

NATIONAL GRID’S RESPONSE

Impact on Cultural Heritage and Cumulative Effects

Effects on listed buildings, scheduled monuments and other heritage assets, including potential cumulative effects and effects on their setting, will be considered in the ongoing design and assessment work. We will continue to consult with and take advice from Cadw and GAPS to seek to reduce any effects of the Project on heritage assets where possible.

10.5 Health, Safety and Security

10.5.1 In relation to Section 4 of the route options, no consultation feedback was received on the theme ‘Health, Safety and Security’.

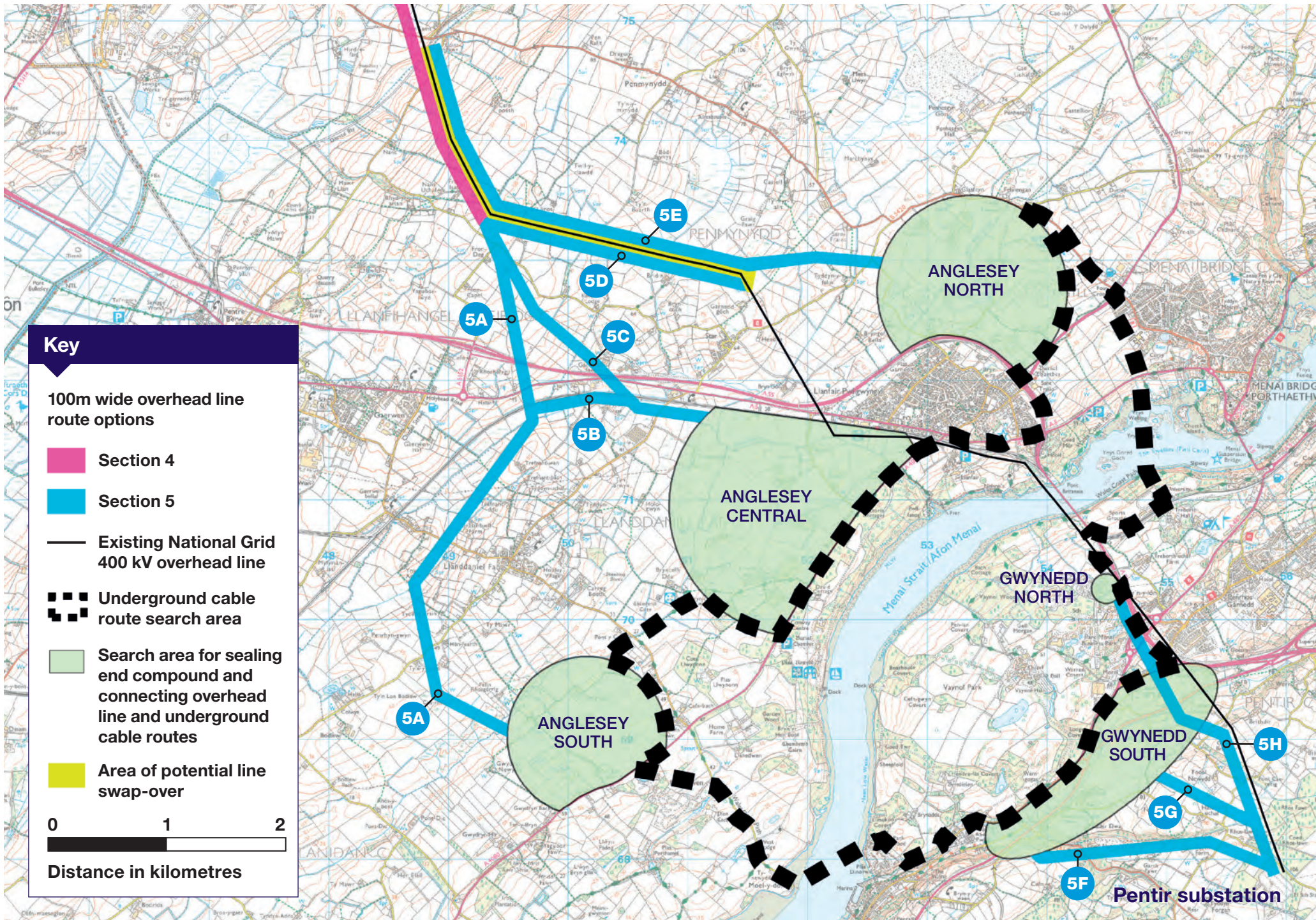
10.6 Mitigation Measures

10.6.1 In relation to Section 4 of the route options, no consultation feedback was received on the theme ‘Mitigation Measures’.

11 FEEDBACK RECEIVED ON ROUTE SECTION 5

11.1 Introduction

- 11.1.1 The Menai Strait and Anglesey Area of Outstanding Natural Beauty (AONB) are iconic places which consultation feedback told us are really special. It is currently proposed that the connection will be placed under the Menai Strait.
- 11.1.2 To make the change from an overhead line to an underground cable, we need to build a sealing end compound (SEC) on each side of the Menai, which would be around an acre in size. Depending on the technology used to cross the Menai Strait, other infrastructure may be required from the sealing end compounds to any potential crossing location. Five search areas were identified within which we could build a sealing end compound, three on Anglesey and two in Gwynedd.
- 11.1.3 There are five proposed overhead line route options (5A–5E) to reach the sealing end compound search areas on Anglesey. There are three proposed overhead line route options (5F–5H) from the sealing end compound search areas in Gwynedd to our substation at Pentir. The route options in this section may change when we know more about how we could cross the Menai Strait and where we could put each sealing end compound.
- 11.1.4 Please refer to the map for this section of the route on the next page.
- 11.1.5 This chapter summarises comments from technical stakeholders in relation to Route Section 5. Responses were received from six stakeholders:
- Gwynedd Archaeological Planning Service
 - Gwynedd County Council
 - Môn a Gwynedd Friends of the Earth
 - National Trust
 - Natural Resources Wales
 - The Historic Environment Branch of Cadw



11.2 General Comments

Support and Opposition

- 11.2.1 The Historic Environment Branch of Cadw expresses reservations about the proposed **Anglesey Central SEC search area** due to its proximity to the Bryn Celli Ddu Burial Chamber. They are slightly more supportive of the other two SEC search areas but qualify their support citing environmental concerns. These are explored in further detail below.
- 11.2.2 Gwynedd Council is overall supportive of the identified SEC search areas as long as they avoid the statutory designated conservation area. In the context of these views, they state that the **South Anglesey and Central Anglesey SEC search areas** should be discarded unless National Grid could guarantee that the undergrounded cable would avoid the Registered Park and Gardens and Vaynol Estate.

The Gwynedd Archaeological Planning Service challenges all three overhead line route options within Gwynedd on the grounds of their potential impact on the local cultural heritage. These are explored in further detail below.

NATIONAL GRID'S RESPONSE

The opinion of the local community, interested parties and statutory and other consultees is important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of all respondents and identify issues that must be considered as part of our ongoing design and assessment work.

The importance of heritage and landscape assets such as the Bryn Celli Ddu Burial Chamber and the Plas Newydd and Vaynol Estate Registered Parks and Gardens is understood and opportunities to reduce effects through careful routeing and design will be considered where possible. We will continue to consult with and take advice from Cadw, GAPS and the local authorities to seek to reduce any effects of the Project where possible.

Overhead Lines/Undergrounding

- 11.2.3 Gwynedd Council, while welcoming the proposed undergrounding in the vicinity of the Menai Strait, calls for its extension to Pentir. This is echoed by the Gwynedd Archaeological Planning Service and the Historic Environment Branch of Cadw.
- 11.2.4 The National Trust expresses hopes that the existing overhead line across the Menai Straits would be undergrounded and urges National Grid to do it as part of the current project.

“The lack of any work programme on technical constraints and solutions to undergrounding the existing line may mean that issues are being considered in isolation. It is recommended that National Grid urgently commence a detailed work programme on undergrounding the existing line, and this project works in tandem with the new line connection.” The National Trust

NATIONAL GRID'S RESPONSE

Extension of undergrounding to Pentir

National Grid recognises that the Anglesey AONB and Menai Strait area are sensitive locations, where planning policies and National Grid's statutory duties count against the use of an additional overhead line. As a result National Grid is developing alternative proposals involving the use of underground cables so as to avoid or mitigate the most significant landscape and visual effects in the area. The Wylfa to Pentir Route Options Report (October 2015) provides further information on this.

Given the very high additional cost associated with the use of buried cables, the extent of the underground cables either side of the Menai Strait will be subject to very detailed appraisal, informed by the feedback that we have received. This will be balanced against environmental, socio-economic and technical considerations, including the effect that any new overhead line would have upon local communities such as Penmynydd, Star and Llanfair PG. This balance will also need to be carefully considered for the mainland section of the route, between the Sealing End Compound search areas and the end of the route at Pentir substation.

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 contract National Grid has with the electricity generator. The delivery and cost of the Project required to meet the contract is regulated by Ofgem. It is not possible within the regulatory framework within which National Grid operates to extend the scope of a project beyond that needed to connect the generator. In respect of the North Wales Connection Project, these constraints mean that it is not possible to fund undergrounding the existing line as part of the North Wales Connection Project as it is not a system requirement.

We have committed to undergrounding the section of the new Wylfa to Pentir connection that goes through the Anglesey AONB and Menai Strait, recognising the special qualities of this area.

Other Comments

- 11.2.5 Natural Resources Wales notes that they cannot comment until more detailed information on the crossing of the Menai Straits is available and urge National Grid to liaise closely with them to avoid any protected sites.
- 11.2.6 Gwynedd Council asks National Grid to be aware that the Coastal Path that will go through the Vaynol and onwards to Treborth will be open soon.

NATIONAL GRID'S RESPONSE

Further information on the potential location(s) for crossing the Menai will be available in the summer 2016. National Grid needs to balance complex engineering, environmental, socio-economic and cost considerations when identifying the most appropriate overall design solution for crossing the Menai. The technical challenges of crossing the Menai may dictate the technology used and viability of certain locations. It is only possible to provide further detail when our work on the technical feasibility of potential crossing options has progressed

sufficiently. We will continue to consult with and take advice from Natural Resources Wales to seek to reduce any effects of the Project on protected sites.

Local information on past, present and future land uses within the vicinity of the proposed route options received through the consultation process are important factors that feed in to the ongoing design and assessment work. We will continue to liaise with Gwynedd Council as the Project progresses to understand the status and route of the Coastal Path, and ensure that potential effects of the Project on the path are taken into account.

11.3 Engineering, Design and Construction

Construction Process

- 11.3.1 Gwynedd Council notes that if a tunnel is used to put the connection under the Menai Strait, then the environmental implications of the disposal of the construction materials need to be considered.

NATIONAL GRID'S RESPONSE

Arisings from underground construction/tunnelling will be assessed as appropriate through the Environmental Impact Assessment; this will include impacts associated with the removal, transportation and disposal of arisings generated as required. Opportunities for reuse will also be considered.

11.4 Environment

Impact on Landscape and Views

- 11.4.1 The Historic Environment Branch of Cadw is concerned that the area suggested for **route options 5A and 5C** is famous for its views and they would be adversely affected by the proposed infrastructure. They also highlight that **route option 5F, G and H**, as well as the proposed **Sealing End Compounds**, would affect the views in to, out of and between Plas Newydd and the Vaynol Estate.
- 11.4.2 Both Natural Resources Wales and the Historic Environment Branch of Cadw express concerns that the proposed overhead line and Sealing End Compounds would be against the backdrop of Snowdonia and Anglesey and impact on the views from and towards them as well as across the Menai Straits. Natural Resources Wales adds that they cannot provide further feedback because of the lack of a Landscape and Visual Impact Assessment.
- 11.4.3 Gwynedd Council is concerned 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.

NATIONAL GRID'S RESPONSE

Overhead Lines

National Grid understands the concerns that stakeholders have about the proposals. Potential visual effects on the local community are being considered as part of the ongoing design and

assessment work and a Landscape and Visual Impact Assessment is being undertaken as part of the Environmental Impact Assessment, and a Preliminary Environmental Information Report (PEIR) will accompany the statutory consultation which is scheduled to commence in the autumn of 2016.

National Grid recognises that the Anglesey AONB and Menai Strait area are sensitive locations, where planning policies and National Grid's statutory duties count against the use of an additional overhead line. As a result National Grid is developing alternative proposals involving the use of underground technologies so as to avoid or mitigate the most significant landscape and visual effects in the area.

Given the very high additional cost associated with the use of buried cables, the extent of the underground cables either side of the Menai Strait will be subject to very detailed appraisal, informed by the feedback that we have received. This will be balanced against environmental, socio-economic and technical considerations, including the effect that any new overhead line would have upon local communities such as Penmynydd, Star and Llanfair PG. This balance will also need to be carefully considered for the mainland section of the route, between the Sealing End Compound search areas and the end of the route at Pentir substation.

Throughout the design of the Project National Grid will look to reduce the effects through routing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

Sealing End Compounds (SECs)

Identification of sites that are appropriate for a SEC will consider not just the engineering aspects but the full range of environmental effects including landscape and visual. SEC locations will be identified having regard to the important views from the Registered Parks and Gardens at Vaynol and Plas Newydd, and also how the SEC locations may affect views from Snowdonia National Park. The SEC sites will be subject to the full Landscape and Visual Impact Assessment and opportunities for mitigation will also be explored to further reduce significant visual effects. For the SECs this could include screen planting and earth mounding, all of which will be undertaken in conjunction with landowners.

Impact on Cultural Heritage

Route Options

- 11.4.4 Gwynedd Archaeological Planning Service finds all three of the **Gwynedd route options** unsuitable as they, alongside **Gwynedd South SEC** search area, fall partially within the Dinorwic Registered Landscape of Outstanding Historic Interest. Because of this, Gwynedd Archaeological Planning Service argues, these proposals need to be assessed in line with the principles of ASIDOHL¹. They are also concerned that scheduled monuments Cors y Brithdir and Fodod Group

¹ Assessment of the Significance of Impacts of Development on Historic Landscapes

would be affected by **route options 5H and 5G** respectively. Related to this, Gwynedd Archaeological Planning Service disputes National Grid's statement that going over the Cors y Brithdir monument would be less obtrusive than alternative alignments and ask for comparative illustrations.

- 11.4.5 The Historic Environment Branch of Cadw notes that **route options 5A and 5C** could impact the Neolithic site of Capel Eithin. They also add that given the early Christian associations of the site, views to the east are particularly sensitive.

SEC Search Areas

- 11.4.6 Gwynedd Archaeological Planning Service states that they cannot provide feedback at this stage as the search area for sealing end compounds are too wide and the crossing options for Menai Straits are not yet decided. They note, however, that open-cut trenching could pose significant risks as wrecks, sites of prehistoric activity and submerged landscaped may be found on the seabed and inter-tidal zone. They add that such prospects would warrant ongoing ecological and seabed profiling surveys.
- 11.4.7 The Historic Environment Branch of Cadw is particularly concerned about the proposed **Anglesey Central SEC** search area due to its proximity to Bryn Celli Ddu Burial Chamber and the standing stones around it. Gwynedd Archaeological Planning Service expresses similar concerns adding that works in the southern part of **Anglesey Central** area should be avoided.
- 11.4.8 The Historic Environment Branch of Cadw notes that the proposed **Anglesey North SEC** search area has the potential to affect Ty Mawr/Pen Y Berth Burial Chamber. Gwynedd Archaeological Planning Service echoes those concerns adding that any impact on the listed building should be avoided. The Historic Environment Branch of Cadw, however, acknowledges that the natural topography of this area could help to minimise the potential impact.
- 11.4.9 With regards to the **Anglesey South SEC** search area, the Historic Environment Branch of Cadw states that even though it would not affect the nearby monuments of Caer Idris and Bryn Yr Hen Bobl, a downside of this option is that it would introduce a new overhead line to the north and west of Llanddaniel Fab.
- 11.4.10 Both the Historic Environment Branch of Cadw and Gwynedd Council express concerns about the location of the **Gwynedd South SEC** search area. The Historic Environment Branch of Cadw highlights the potential disruption to the prehistoric hut groups of Fodol Ganol and Gors Y Brithdir as well as the Coed Nant Standing Stones. Gwynedd Council adds this area is currently unaffected and the proposals would damage the visual amenity and setting of the Grade I Registered Historic Parks and Gardens and cause overall archaeological disruption in the Conservation Area.
- 11.4.11 With regards to **Gwynedd North SEC** search area, Gwynedd Council acknowledges that this area is less sensitive but insists that careful consideration is given to the location of sealing end compounds within the Registered Historic Landscape. The Historic Environment Branch of Cadw makes similar points adding that the potential impacts on the Plas Newydd Estate need to be modelled using visualisations to determine the potential effect.
- 11.4.12 Gwynedd Archaeological Planning Service sides with the views expressed above and emphasises that the preservation of the two Registered Historic Parks and Gardens and their settings is paramount. They, however, add that the **Gwynedd North SEC** search area is less likely to be a source of such concerns unlike the Gwynedd Route Options.

- 11.4.13 The Historic Environment Branch of Cadw expresses concerns about the proposed undergrounding through the Grade I Registered Historic Parks and Gardens at Plas Newydd and the Vaynol Estate area and call on National Grid to explore options that would avoid the park and gardens altogether. They are also concerned that the reinstatement techniques may be inefficient without providing further detail.

NATIONAL GRID'S RESPONSE

Route Options

It is recognised that an ASIDOHL will be needed with respect to the Registered Historic Landscape. This will be undertaken as part of the Environmental Impact Assessment once a preferred route option and alignment has been identified.

The importance of heritage assets such as Capel Eithin, Cors y Brithdir and the Fodod Group is understood, and opportunities to reduce effects through careful routeing and design will be considered where possible.

More detailed assessment is being undertaken to inform the ongoing route option assessment and design work and a full Landscape and Visual Impact Assessment will be undertaken as part of the Environmental Impact Assessment. Landscape and visual effects will be an important factor in determining the final route option and alignment.

Sealing End Compound (SEC) Search Areas

Further information on the potential location(s) for crossing the Menai will be available in the summer 2016. National Grid needs to balance complex engineering, environmental, socio-economic and cost considerations when identifying the most appropriate overall design solution for crossing the Menai. The technical challenges of crossing the Menai may dictate the technology used and viability of certain locations. It is only possible to provide further detail once our work on the technical feasibility of potential crossing options has progressed sufficiently.

The areas identified for the sealing end compounds are search areas, and are being examined in more detail alongside the crossing options for the Menai. The heritage assets and their settings is an important consideration in this process, and opportunities for any potential further mitigation measures which may also be appropriate will also be considered.

National Grid is aware of the archaeological and historic interest of this area, including the sensitivity of the Bryn Celli Ddu burial chamber and its setting. Heritage assets and monuments were considered in the design and assessment work undertaken to date and will remain an important consideration in the selection of the preferred route and options for the Menai Crossing. Effects associated with direct disturbance of archaeology resulting from any direct burial of cables will be considered in the Environmental Impact Assessment.

More detailed assessment is being undertaken to inform the ongoing design and assessment work and a full Landscape and Visual Impact Assessment will be undertaken as part of the Environmental Impact Assessment. Landscape and visual effects will be an important factor in determining the preferred route option and alignment. National Grid is aware of the sensitivity of the Grade I Registered Historic Parks and Gardens at Plas Newydd and Vaynol estates. This was considered in the ongoing design and assessment work and will remain an important consideration in the selection of the preferred route.

It is important to National Grid to ensure that existing landscape features are (where possible) fully reinstated in order to retain the landscape character within protected landscapes. For example, the cloddiau hedge banks that are common on Anglesey are an example of a feature which would be reinstated if required after construction.

Impact on Water Environment and Flooding

- 11.4.14 Natural Resources Wales expresses concerns over the proposed siting of **Anglesey North** and **Anglesey Central SEC** search areas noting these are zones prone to flooding and are classified as C2 zones on the Welsh Government's Technical Advice Note 15 (TAN 15) Development Advice Map. They urge National Grid to familiarise itself with the recommendations regarding C2 zones including the potential impact of climate change.

NATIONAL GRID'S RESPONSE

National Grid is aware that Anglesey North and Anglesey Central SEC search areas are identified as C2 zones on the Welsh Government's Technical Advice Note 15 (TAN 15) Development Advice Map. We are undertaking further work to assess potential impacts of the Project in relation to flood risk and the associated potential impact of climate change.

The Environmental Impact Assessment process will assess whether the Project will lead to any significant effects on people, properties and infrastructure in respect of flood risk. Furthermore, the development of the Project design will need to be accompanied by a flood consequences assessment. We will consult Natural Resources Wales and Isle of Anglesey County Council and Gwynedd Council as the relevant Lead Local Flood Authorities as the assessments progress.

Any impacts on flood risk associated with the construction phase of the Project will be reduced by best practice methods. Use of heavy machinery will be controlled to a limited space/route to reduce any impact on overland flow and, if possible, suitable mitigation measures could be used to address any outstanding flood risk issues.

Assessment of flood risk is a key requirement of the Environmental Impact Assessment process and will also inform the ongoing design and assessment work.

11.5 Health, Safety and Security

- 11.5.1 In relation to Section 5 of the route options, no consultation feedback was received on the theme 'Health, Safety and Security'.

11.6 Mitigation Measures

General Mitigation Measures

- 11.6.1 Gwynedd Council asks for the presence of Wildlife Sites, including Ancient Semi-Natural Woodland, to be taken into account when deciding the location of any sealing end compound. The Council also stipulates that the work should not result in the loss of employment land without elaborating further.

- 11.6.2 Môn a Gwynedd Friends of the Earth notes that selection of the route options and crossing points should be informed by the outcomes of the ongoing and already conducted environmental surveys. They add that they will provide further comments during the next stage of consultation.

NATIONAL GRID'S RESPONSE

Consideration of Sensitive Habitats

All reasonable efforts will be made during the ongoing design and assessment work to ensure effects on designated sites such as Wildlife Sites and habitats such as Ancient Semi-Natural Woodland are reduced where possible. Where effects cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process.

Loss of Employment Land

As part of the ongoing design and assessment work, National Grid will identify relevant planning designations, both existing and emerging, to ensure that effects on allocations such as employment land are taken into account.

Route Option Selection

Completed environmental surveys and those that are currently underway will feed into the ongoing design and assessment work. These surveys will also inform the Environmental Impact Assessment. Further comments from stakeholders, such as Môn a Gwynedd Friends of the Earth, are welcome and will be considered alongside all consultation feedback received.

12 FEEDBACK RECEIVED ON THE CONSULTATION

12.1 Introduction

12.1.1 This chapter of the Consultation Feedback Report considers the feedback received about how the consultation has been carried out, including feedback on the consultation methods used and the information presented. Responses to feedback regarding the Project and decisions that have been made (such as those relating to the strategic options considered) are provided within other sections of this report.

12.1.2 This section summarises technical stakeholders' comments on the consultation process, the focus of questions 08 and 09 on the consultation feedback form. Responses on the consultation process and content were received from 11 stakeholders:

- Campaign for the Protection of Rural Wales (CPRW), National
- Campaign for the Protection of Rural Wales, Caernarfonshire Branch
- Gwynedd Archaeological Planning Service
- Gwynedd County Council
- Isle of Anglesey County Council
- Môn a Gwynedd Friends of the Earth
- National Trust
- National Farmers' Union (Cymru)
- Natural Resources Wales
- RSPB Cymru
- The Historic Environment Branch of Cadw

12.1.3 These responses are summarised below.

12.2 Comments on Information

12.2.1 The National Farmers' Union (Cymru) challenges the consultation information for being biased towards an overhead connection and dismissing the benefits of a subsea alternative. These views are echoed by the Caernarfonshire Branch of CPRW who adds that no sufficient arguments have been presented to justify the dismissal of the subsea option.

12.2.2 The Gwynedd Archaeological Planning Service, on the other hand, is pleased with the Route Options Report and its summary of the principal historic environment concerns.

NATIONAL GRID'S RESPONSE

When designing new routes 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. Ultimately, it is the Secretary of State for Energy and Climate Change who decides

whether or not our proposals achieve this balance and should be granted consent.

Although it is recognised that a subsea alternative would reduce the visual effect of the Project, National Grid has chosen to progress with an overhead line (save in respect of the Menai Strait) because it was considered this would best achieve an appropriate balance between National Grid's technical, economic, amenity and environmental obligations. The Strategic Options Report (January 2015) contains further information on this. This will be subject to back-checking and review as further work is carried out.

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

This section of the Consultation Feedback Report is focussed on comments regarding the consultation process and/or the materials used. Responses to feedback regarding the Project and decisions that have been made (such as those relating to the strategic options considered) are provided within other sections of this report.

The feedback received from Gwynedd Archaeological Planning Service is welcomed.

12.3 Comments on the Consultation Process

12.3.1 CPRW is critical of the consultation process describing it as flawed and biased. One of the key criticisms is that National Grid has not published the responses to the first stage of the consultation and has not provided a sufficient response to issues raised by community representatives, specifically with regards to the feasibility of a subsea connection. Because of this, CPRW refuses to comment on the proposals.

12.3.2 Both Gwynedd Council and Isle of Anglesey County Council express their disappointment at what they describe as the fragmented nature of the consultation. They note that the choice of crossing method at Menai Strait could significantly alter the currently proposed options for pylon locations and sealing end compounds and as such the two should have been consulted on together.

“The prematurity of this consultation and its deficiencies including the lack of information on the proposals for undergrounding the Menai Strait have already been highlighted. This makes for a ‘fractured’ and unsatisfactory consultation and begs the question as to the need for feedback to be issued to the public prior to undertaking future consultation on the Menai Strait proposals in order for the public and key stakeholders to make meaningful comments on the overall proposals. You will be aware that it is important to avoid “consultation fatigue” arising from repeated consultations.” Isle of Anglesey County Council

12.3.3 Gwynedd Archaeological Planning Service is pleased with the consultation process and the level of engagement.

NATIONAL GRID'S RESPONSE

Consultation Strategy

We wanted as many people as possible to take part in the consultation and give us their feedback. We developed a Consultation Strategy with input from Isle of Anglesey County Council and Gwynedd Council which included our plans for publicising the consultation. This included:

- Sending our Project newsletter and including consultation dates and a map of our proposals to c.15,000 addresses within an agreed consultation zone.
- Advertising our consultation in local and regional newspapers.
- Posting 20 information points across the consultation area which contained copies of our materials.
- Updating our website with all materials and consultation event dates.
- Updating local media at key milestones of the consultation such as when there was 'one month to go' and before it closed.
- Tweeting key dates via National Grid's corporate Twitter account.
- Updating text service and email subscribers on key dates.

Overall Response to Consultation

Overall we felt we had a good response to our consultation and found that more people responded to this stage of consultation than at our first stage in 2012. Many people also came to our consultation events and spoke to our team.

Response to Feedback from the First Stage of Consultation in 2012

Summaries of the comments we received at our first stage of consultation in 2012 are included in our Stage 1 Feedback Report published in June 2014, which also contains our responses to the points raised. This is available on our Project website and was available at each consultation event.

Feasibility of a subsea connection

At the strategic options stage of our work we looked at multiple connection options including subsea and underground cables. During our first stage of consultation we told people about the work we'd done to look into these options and why we felt that an overhead connection the most suitable option. We explain in our subsea video and in our Overview document why we don't think we can make a subsea connection. It would therefore have been disingenuous to present this as an option for consideration at consultation.

Prematurity of the consultation

Further information on the location options for crossing the Menai will be available in summer 2016. National Grid needs to balance complex engineering, environmental, socio-economic and cost considerations when identifying the most appropriate overall design solution for crossing the Menai. The technical challenges of crossing the Menai may dictate the technology used and viability of certain locations. Until our work on the technical feasibility of potential crossing options has progressed sufficiently it is not possible to provide further detail.

Importance of Feedback

Feedback is really important as it helps us to refine our proposals and find out about places

we need to avoid or consider. Our proposals are always developing so we need input from stakeholders and local people to help shape them. It is important that we keep people up to date at each stage of our work. But while feedback is important, we need to balance this alongside all of the other factors we have to consider. Consultation is not simply about choosing the most popular option and we have to follow the rules set out for us by the UK government and Ofgem. Ultimately, we need to strike a balance between many considerations and it is the Secretary of State who will decide if we have got this right.

National Grid will continue to back-check the connection option selected against the alternative strategic options to ensure that the most appropriate overall solution is taken forward.

12.4 Requests for More Information/Further Studies

12.4.1 Stakeholders request a series of further studies/surveys into various aspects of the proposals:

- The Historic Environment Branch of Cadw and Gwynedd Archaeological Planning Service ask for a detailed archaeological assessment including visualisation and photomontages.
- Natural Resources Wales and Môn a Gwynedd Friends of the Earth request National Grid commission a survey into the Whooper swan population to inform an Environmental Impact Assessment. In a similar vein, RSPB Cymru makes a number of suggestions about how National Grid should assess the risks posed to local birds.
- Natural Resources Wales asks for wireframe visualisations from key Area of Outstanding Natural Beauty (AONB) viewpoints to be provided.
- Natural Resources Wales asks for detailed hydraulic modelling/Flood Consequence Assessments before commenting further on the potential flood risk.
- Natural Resources Wales asks National Grid to assess any risks to designated sites as part of the Habitats Regulations Assessment (HRA).
- Natural Resources Wales notes that if the proposed route passes through areas of contaminated land, a thorough risk assessment should be carried out.
- Gwynedd Council notes that the impact assessment on the local economy focuses predominantly on the tourism industry and calls for a more holistic approach with a broader scope. Related to this, the Isle of Anglesey County Council asks for a detailed Tourism Impact Assessment that would employ the Community Voice model and include a wide range of views from both visitors and accommodation providers.
- Isle of Anglesey County Council calls for a Health Impact Assessment to be conducted by National Grid even if this is not a statutory requirement. They also ask for a scheme of Community Impact Mitigation and Welsh Language Impact Assessment.
- Isle of Anglesey County Council calls for a detailed, updated and user friendly cost analysis to be published, which also includes the mitigation costs for each option as well as life cycle costs.
- Both Natural Resources Wales and National Trust say that they are awaiting further information on the proposed undergrounding at Menai Strait before they can comment in more detail. The National Trust adds that they are concerned about the potential impact on their land

and urge National Grid to launch a consultation on the Menai Strait crossing as quickly as possible.

- Isle of Anglesey County Council requests National Grid to consider full undergrounding of the proposed connection and launch an informal consultation on the issue. With regards to alternative options, the CPRW asks if National Grid could use its unused gas network for a smaller voltage connection.
- Isle of Anglesey County Council notes that they still have not received a consenting strategy that would enable them to consider National Grid's planning application.
- RSPB Cymru, Natural Resources Wales, the Caernarfonshire Branch of CPRW and Isle of Anglesey County Council all ask to be kept informed of any project developments and urge National Grid to engage closely with them.

NATIONAL GRID'S RESPONSE

Archaeology and Cultural Heritage

The Environmental Impact Assessment will incorporate a detailed assessment of potential effects on archaeology. A Preliminary Environmental Information Report (PEIR) will be provided as part of the statutory consultation commencing later in 2016. Effects resulting from direct disturbance or changes in the setting of heritage assets will be assessed, with the use of visualisations where appropriate.

Biodiversity and Habitats

Habitat and protected species surveys, including surveys for Whooper swans, will be undertaken as part of the Environmental Impact Assessment and will inform the ongoing design and assessment work. National Grid will continue to consult with and take advice from Natural Resources Wales to ensure effects of the Project on protected species are reduced where possible, and continue to liaise with RSPB and Friends of the Earth.

Landscape and Visual Impact

A full Landscape and Visual Impact Assessment will be undertaken as part of the Environmental Impact Assessment, which will include the production of visualisations from key viewpoints such as those within the AONB. Landscape and visual effects will be an important factor in determining the final route option and alignment.

Flood Risk

Potential effects on water resources and flood risk will be addressed as part of the hydrology and flood risk section of the Environmental Impact Assessment. Assessment of flood risk is a key requirement of the Environmental Impact Assessment process and will also inform the ongoing design and assessment work. Welsh Water and Natural Resources Wales will continue to be consulted as part of the Environmental Impact Assessment process.

Habitat Regulations Assessment

Any potential likely significant effects to designated sites will be assessed through the Environmental Impact Assessment and the use of suitable mitigation measures will be considered.

Where options have the potential to affect statutory designated sites such as Anglesey Fens

SAC, and Anglesey and Llyn Fens Ramsar Site, the likelihood for significant effects will be considered against the context of the Habitats Regulations Assessment process which applies to such European designated sites. Detailed design and final route options will consider possible likely significant effects, in combination with other factors. Should effects be unavoidable, appropriate mitigation will be considered and secured through the Development Consent Order process where appropriate.

Contaminated Land

Baseline information has been collected and will feed into the ongoing design and assessment work. Potential and very localised areas of contamination have been identified. Where there is a need to cross contaminated land this will be assessed as part of the Environmental Impact Assessment, which will be reported in the Environmental Statement. The potential significance of these effects will be reported taking account of guidelines given in Construction Industry Research and Information Association (CIRIA) document 552 Contaminated Land Risk Assessment, A Guide to Good Practice. The rationale for the assessment of significance is based on the risk assessment process and therefore, takes account of the different sensitivities (importance) of the potential receptors.

Business Survey

A business survey will be undertaken during 2016 that will seek to contact a number of businesses (based on a random selection of business types within Anglesey and Gwynedd). The intention will be to understand the type of businesses available in the area around the North Wales Connection Project and what concerns they may have, and investigate if effects are likely on the business in terms of employment, disruption to the business or effects on their supply chain. From this an understanding of the effects and consideration of potential suitable mitigation measures will be possible and reported as part of the Environmental Impact Assessment.

Tourism and Visitor Behaviour Survey

A tourism survey will be undertaken as part of the socio-economic assessment. Part of this work will seek to clarify tourism / visitor numbers, which will feed into the identification of locations for visitor questionnaires to be completed. The tourism survey will also consider effects on transient visitors (those who are passing through the area) and we shall be working with the landscape specialists to identify potential effects and consider mitigation measures as appropriate. The survey will include questions related to visitor behaviours and perceptions of the Project. This will be used to identify any potential changes in behaviour and perception that could have knock-on effects on the tourism sector on Anglesey and Gwynedd. This work forms part of the Environmental Impact Assessment and will be reported in the Environmental Statement that will accompany the application for a Development Consent Order.

Health, Community and Welsh Language

National Grid takes health concerns and potential effects very seriously. Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to our approach. The scope of an assessment of the effects of the North Wales Connection Project on health and well-being is being discussed with Isle of Anglesey County Council and Gwynedd Council.

The Environmental Impact Assessment, which includes a socio-economic assessment, will aid

consideration of appropriate mitigation measures where required.

A Welsh Language Impact Assessment will be undertaken as part of the work associated with the socio-economic assessment. Relevant legislation and policies will be reviewed and there will be collation and analysis of baseline data and then focus on key questions about issues such as population migration to determine if an effect on Welsh language is likely.

Cost Analysis

We are re-costing the strategic options to provide a more detailed estimate of actual Project costs as part of our ongoing work and this information will be made available for the statutory consultation (Stage 3 Consultation).

Undergrounding at the Menai Strait

Further information on the potential location or location options for crossing the Menai will be available in the summer 2016. National Grid needs to balance complex engineering, environmental, socio-economic and cost considerations when identifying the most appropriate overall design solution for crossing the Menai. The technical challenges of crossing the Menai may dictate the technology used and viability of certain locations. Until our work on the technical feasibility of potential crossing options has progressed sufficiently it is not possible to provide further detail.

Strategic Options

National Grid undertakes a long and complex process when developing proposals to connect new sources of energy generation like Wylfa Newydd. Our objective is to strike the right balance between all of the different things we have to consider. But ultimately, it is the UK government who decides if we have struck that balance and whether our proposals should be given consent.

A number of alternatives to the use of an overhead line were considered and appraised through the detailed strategic options appraisal phase of the project as reported in the Strategic Options Report (January 2015). Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

Although it is recognised that undergrounding would reduce the visual effect of the Project, National Grid has made the decision to progress with an overhead line (save in respect of the Menai Strait) because it was considered this would best achieve an appropriate balance between National Grid's technical, economic, amenity and environmental obligations. The Strategic Options Report (January 2015) contains further information on this decision.

National Grid recognises that the Anglesey AONB and Menai Strait area are sensitive locations, where planning policies and National Grid's statutory duties count against the use of an additional overhead line. As a result National Grid is developing alternative proposals involving the use of underground technologies so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 consultation.

With regards to alternative options, CPRW asks if National Grid could use its unused gas

network for a smaller voltage connection. National Grid does not own any gas equipment within Anglesey or Gwynedd. Even if there were redundant pipelines in the area, it is not possible to install and operate the multiple cables that the connection would require within a single pipe.

Consenting Strategy

National Grid is continuing to work with the Isle of Anglesey County Council and Gwynedd Council on the appropriate consenting strategy for the North Wales Connection Project. National Grid intends to discuss this with other appropriate stakeholders as the position evolves.

Further Engagement with Technical Stakeholders

National Grid is committed to working closely with the technical stakeholders and keeping people up to date on our proposals throughout the lifecycle of the Project.

PART III: FEEDBACK FROM THE PUBLIC AND NON-TECHNICAL STAKEHOLDERS

Part III of the Consultation Feedback Report presents the analysis of responses from members of the public and non-technical stakeholders (including representative organisations such as the Community Councils). The chapters within Part III of the Consultation Feedback Report set out public and non-technical stakeholder responses on non section specific items in **Chapter 13**, on the route options (Section 1 to Section 5) within **Chapters 14 to 18** and on the consultation itself in **Chapter 19**. Feedback from technical stakeholders is presented in Part II of the Consultation Feedback Report.

13 FEEDBACK RECEIVED ON THE OVERALL PROJECT AND WORK UNDERTAKEN TO DATE (NON SECTION SPECIFIC)

13.1 Introduction

13.1.1 This chapter summarises comments submitted by the public and non-technical stakeholders 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. Comments of this nature made in response to any of the questions posed in the consultation feedback form have been included within this chapter.

13.1.2 This section excludes comments received on the consultation process as these are discussed in **Chapter 19**.

13.2 Project Principles and Processes

Comments on the Need Case

13.2.1 Respondents comment on the overall need case for the Project, as opposed to the route proposals and options presented. Some respondents challenge the Project, through reference to the need for the new nuclear power station at Wylfa, to the need for the North Wales connection Project, or both, while in some cases they state general opposition without further detail.

13.2.2 A specific criticism raised in some responses is the uncertainty around the plans for the new Wylfa development and by association the connection project. Respondents question why route plans are being developed if there is a possibility that the development may not go ahead or may be delayed further.

13.2.3 Other respondents are critical of both the power station at Wylfa and the connection Project on the grounds that the perception is that these proposed developments are intended to connect new sources of power to the grid in order to meet increasing demand in other areas - particularly London and the south east of England. They argue that Wales itself will not benefit but will potentially face a number of impacts as a result of the development of energy infrastructure. One respondent suggests that Anglesey residents living close to the proposed line could be supplied with cheaper electricity as a means of ensuring the benefits of the scheme are felt locally.

13.2.4 Some respondents are supportive of the need case behind the proposals, citing the need for National Grid to ensure the security of electricity supply.

13.2.5 Among other specific comments on the need case, a small number of respondents refer to planned energy infrastructure developments and the possibility of further connections being developed in the future. They underline the potential cumulative impact of this development, as well as the need to set a precedent against further development of overhead lines in the future.

13.2.6 Other comments discuss National Grid's role and responsibilities as a public company. Some suggest that Government should develop a subsea alternative to an overhead connection, addressing the technical issues raised by National Grid.

“We think Government should ask a body with specialist knowledge and expertise in this area to examine the "technical" issues that National Grid has identified and find a solution that works, so that interconnectors can be used to connect nuclear power plants to the

grid. We expect National Grid to raise these technical issues as a matter of urgency with the UK and Welsh Governments.” (Cwm Cadnant Community Council)

NATIONAL GRID’S RESPONSE

Project Need

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 North Wales, we need to connect Horizon Nuclear Power’s proposed nuclear power station, Wylfa Newydd. To do this, we need to build a new connection as we cannot securely use the existing line to carry all of the electricity that will be generated.

National Grid is not responsible for deciding where electricity generators such as Wylfa Newydd are located. We have a duty as part of our transmission licence to connect generators, including the proposed Wylfa Newydd nuclear power station, at the location they select and when they want to be connected. National Grid is required to connect generators in such a way that we meet our obligations under the Electricity Act 1989 and Planning Act 2008.

In order to safeguard the reliable operation of the grid system, National Grid cannot allow a power station wishing to generate more than 1.8GW of power to be connected using a typical transmission line, such as the existing overhead line between Wylfa and Pentir. This limitation is set out in the Security and Quality of Supply Standards which govern the design and operation of the electricity system in the UK. Given that the proposed Wylfa Newydd power station would generate 2.8 GW of power, a second connection would be needed to take power from Wylfa to the wider transmission system.

The need for the Project is set out in more detail in National Grid’s updated Project Need Case (January 2015).

As a business National Grid is regulated by Ofgem and must consider the cost of investment and the impact on electricity bills. Although an investment in an area cannot be directly apportioned to each individual household, based on an average annual domestic electricity bill of £600 (Ofgem, October 2013), National Grid’s electricity transmission charge is £19.93, around 3.3% of the average customer bill. This includes National Grid’s costs to invest in the grid, as well as the connections to large offshore wind farms but does not include the high-voltage grids in Scotland - which National Grid doesn’t own.

Wylfa Newydd

National Grid is contractually bound to connect a 2.8 GW nuclear power station, which is proposed to be constructed by Horizon Nuclear Power at Wylfa, known as Wylfa Newydd. The need for Wylfa Newydd and the certainty surrounding the development are not considerations that National Grid can take in to account, but instead must work towards meeting our contractual obligations on the basis that the new nuclear power station goes ahead. If, for any reason, Wylfa Newydd does not go ahead, National Grid would not build a connection for it.

Security of Supply

National Grid's network has a high reliability which it maintains by complying with the stringent system security and supply standards set out under our licence. The various technology options available offer little difference in terms of compliance with these standards, however the durations for repair and reconnection of circuits following faults does vary - from overhead lines being the quickest - to subsea cables being the longest duration.

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, we will be obliged to provide an offer of connection; and on acceptance of that offer we will provide the most economic and efficient solution to connect the project. We can only assess the connection options for these projects if/when we receive an application and a connection offer 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 we are proposing for the connection of Wylfa Newydd, thus not requiring additional significant additional infrastructure in North Wales.

Technological alternatives

When designing new routes 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. Ultimately, it is the Secretary of State for Energy and Climate Change who decides whether or not our proposals achieve this balance and should be granted consent.

National Grid has considered and assessed the use of technological alternatives to overhead lines including both wholly underground and subsea options and has concluded that an overhead line is the preferred option. More information on the alternative technologies considered is provided in the Strategic Options Report (January 2015) which appraises the technology choices, environmental considerations, and costs of the strategic options considered.

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. The difficulty of connecting to generators via this method is explained in our subsea film 'The challenge of a subsea connection.'

National Grid will continue to back-check the overhead line connection option selected against the alternative strategic options to ensure that the most appropriate overall solution is taken forward.

National Grid will continue to back-check the overhead line connection option selected against the alternative strategic options to ensure that the most appropriate overall solution is taken forward.

Comments on Legal Issues

- 13.2.7 There are references to potential legal challenges to National Grid's proposals, both generally and in relation to specific areas or communities. Some homeowners state their intention to take legal advice in relation to compensation should the value of their property be affected. Another respondent notes in a more general sense that avoiding proximity to property and impact on rights of way will reduce the number of legal issues in relation to the route.

NATIONAL GRID'S RESPONSE

National Grid complies with the many legislative requirements to develop the connections for the network. Safety is a serious consideration when developing these projects and all of the technologies brought forward are designed to meet these requirements. There is no legislation that sets out the use of one particular technology over another; it is assessment and professional judgement based on the balance of environmental, technical, socio-economic and cost factors.

Property Value and Sales

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it cannot 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 property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the national policy document with which the final proposed connection will need to comply.

However, the effect of the Project upon the environment experienced by local residents is an important consideration and National Grid understands the concerns that local residents will have about the proposals. In accordance with National Grid's guidance on the siting and routing of infrastructure, the route options were chosen to avoid residential areas as far as possible. National Grid recognises that the visual impact of pylons may be an issue for many local communities and therefore the approach will be to maximise distance from properties where we can. We consider visual effects on properties as part of our assessment work.

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). National Grid works closely with any landowners on whose land our equipment is sited to negotiate compensation terms if this is appropriate.

National Grid recognises that there is a perception that our work could have a potential effect on property values. We will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible through the ongoing design and assessment work. National Grid does not provide compensation to cover any perceived reduction in house value.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

13.3 Strategic Options

Comments on Overhead Lines and Selection Process

- 13.3.1 The largest number of comments relating to the Strategic Options selection process are from respondents expressing their opposition to the proposed use of overhead electricity lines in general. In some cases respondents express their opposition to all route options put forward on this basis.
- 13.3.2 Respondents highlight the potential cumulative impacts of an additional overhead line mainly in relation to the visual impact and the resulting impact on tourism and the local economy, as well as potential impacts on property value, health and quality of life for those communities affected.
- “To run the new connection in parallel to the existing line is wholly unfair and unjustified for the people who are unfortunate enough to live in the shadow of the existing line. Imagine yourselves living in a corridor with 50m high towers on each side of your home. its [sic] as though National Grid consider these people are used to one set of towers so we may as well blight them some more with an extra set.”*
- 13.3.3 Some express a preference for the application of alternative technological solutions (see below) which they feel would have less impact than an overhead route. A number of these responses are from an organised submission, the text of which states the respondent’s “total opposition to siting any pylons on land in Anglesey.” This text refers to overwhelming opposition to the use of pylons in the previous consultation and expresses support for a subsea connection. Such views are also expressed in a petition collected by Llanfair Mathafarn Eithaf Community Council which has 96 signatories.
- 13.3.4 By contrast, one respondent is supportive of the Strategic Options process, praising National Grid for their consideration of the beauty of the island.

NATIONAL GRID’S RESPONSE

When designing new routes 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. Ultimately, it is the Secretary of State for Energy and Climate Change who decides whether or not our proposals achieve this balance and should be granted consent.

Although it is recognised that undergrounding would reduce the visual effect of the Project, National Grid has made the decision to progress with an overhead line (save in respect of the Menai Strait) because it was considered this would best achieve an appropriate balance between National Grid’s technical, economic, amenity and environmental obligations. The Strategic Options Report (January 2015) contains further information on this decision.

National Grid recognises that the Anglesey AONB and Menai Strait area are sensitive locations, where planning policies and National Grid’s statutory duties count against the use of an additional overhead line. As a result National Grid is developing alternative proposals involving the use of underground technologies so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 consultation.

For more information on the decision to route close to the existing overhead line, please refer

to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

National Grid’s responses to the issues raised in relation the option of a subsea connection, and potential impacts of an overhead line on property value, health and quality of life for those communities affected are provided under the relevant themes below.

Back-checking and Review

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

Comments on a Subsea Alternative

13.3.5 Many of the respondents commenting on alternative transmission technologies express support for the use of a subsea connection in place of overhead lines. Many of these comments are from an organised submission, the text of which states that a subsea connection is the only option that would be acceptable to the residents of Anglesey.

13.3.6 Whilst the majority of these comments are supportive of subsea in general, some respondents express preference for the options of a subsea route around the coast of Anglesey and under the Menai Straits (an AC connection), or a subsea connection from Wylfa to Deeside (an HVDC connection). Some respondents dispute the dismissal of the HVDC option on the basis of it being technically unfeasible, in some cases referring to the application of this technology elsewhere in the UK and in other countries.

“National Grid seem to be able to manage this in their development of the Western HVDC Link from Hunterston in Scotland to Deeside in Flintshire, which extends to 385km of subsea cable and another 33km of underground cable on the Wirral peninsula. In comparison, a subsea cable from Wylfa to Deeside would only run to a quarter of the distance, i.e. 100km and should therefore present a viable and sensible option.”

13.3.7 Other comments in support of a subsea alternative include respondents questioning National Grid’s cost assumptions in relation to subsea (see the Cost section in this chapter), referring to the application of this technology in other countries and arguing that further consideration should be given to this option.

13.3.8 Some make suggestions for subsea connections to alternative terminus locations on the mainland, including Abergwyngregyn, the Wirral and a route directly to Bryncir. A couple of respondents suggest making use of a disused oil terminal at Amlwch with an underground connection to Stanlow Refinery in Elsmere Port, England. One respondent also questions why an HVDC connection to Pentir or an AC connection with only a single route of cable cannot be used.

NATIONAL GRID’S RESPONSE

Subsea Connection

A subsea connection would cost hundreds of millions of pounds more than our proposed option. Cost is important as everything we spend is passed on to all of us through our energy

bills. That is why the UK government and our regulator Ofgem require us to develop proposals which represent value for money for consumers.

A nuclear power station has never been directly connected by HVDC links which is a major technical challenge. We are not sure how long it would take to solve this which could put the Project at risk.

Fixing faults on subsea cables is challenging and could take up to six months. During this time, Wylfa Newydd would have to reduce the amount of power it generates. For all these reasons, we do not feel a subsea connection is the right option. Our Project film 'The challenge of a subsea connection' explains this in more detail.

National Grid will continue to back-check the overhead line connection option selected against the alternative strategic options to ensure that the most appropriate overall solution is taken forward.

Subsea Connection – Options Considered

Through its Options Appraisal process National Grid identified and assessed a number of strategic options, including both wholly underground and subsea options - please see the Strategic Options Report (January 2015) for more detail. Through this process, potential high level impacts on the environment and socio-economic impacts were assessed.

With regard to subsea connections to Deeside (Strategic Option 1) or Deeside and Pembroke (Strategic Option 2), National Grid concluded that the use of AC did not offer any benefit over the use of HVDC cables. For a subsea connection to Pentir, National Grid concluded the use of either HVDC or AC cables would be possible, due to the distance being much shorter. Deeside and Pembroke were selected as mainland terminus locations due to the existing infrastructure located there and the strong connection into the existing electricity transmission network. Alternative mainland terminus locations would have required works to the onshore transmission network as well as the subsea connection, therefore increasing the cost and potential effects of the connection.

The National Electricity Transmission System Security and Quality of Supply Standards (NETS SQSS) establish a coordinated set of criteria and methodologies that are used in the planning and operation of the National Electricity Transmission System, or NETS. The NETS SQSS defines performance requirements for a range of operating conditions. Each of the Strategic Options considered were initially assessed by National Grid to ensure that the transmission system would comply with the minimum standards for security and quality of supply as defined in the NETS SQSS. This work identified that in order to comply with the NETS SQSS, two HVDC circuits would be required for Strategic Options 1 and 2, each with a capacity of 2,000 MW.

National Grid is aware of the existence of the former Shell pipeline from Amlwch to Stanlow and did consider this as an option. Placing the cables inside a pipe gives rise to a number of technical challenges which National Grid considers to be insurmountable. These include, among other things, installation and jointing difficulties, access for repairs following faults and poor heat dissipation.

It is important to note that HVDC of the type needed for the Project (Voltage Source Converter) is an evolving technology and there are no HVDC systems of this type and capacity installed anywhere in the world. For the HVDC options this represents a technical

and financial risk. Additionally, for HVDC connections, new converter stations would be required at the ends of each connection. A typical converter station would be the size of a large DIY warehouse and so would give rise to its own, albeit localised, effects.

With regard to a subsea connection, there are environmental considerations that National Grid needs to consider when it lays subsea cables – such as the potential effect on marine and coastal environments. Construction for a subsea/underground option requires a larger working area than that required for an overhead line.

Subsea Interconnectors and Other Projects

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. The difficulty of connecting to generators via this method is explained in our subsea film 'The challenge of a subsea connection.'

Overall Project Cost

Additionally, National Grid has to consider the cost of the Project as this is ultimately passed onto consumers in their electricity bills. The overall capital cost for the Project if subsea cables were used is estimated at between £1.13 billion and £1.38 billion for HVDC, and between £1.26 billion and £1.47 billion for AC subsea connections as set out in our Strategic Options Report (January 2015). This compares to £519 million for the strategic option that involves an overhead line between Wyffa and Pentir, and £940 million for a wholly underground option between the two sites. Our preferred option of an overhead line with an underground section at the Menai Strait requires an additional £35-50m for undergrounding on top of the cost of the overhead line option. When taking into account lifetime costs, the cost difference widens further. The high costs and technical risk associated with subsea connections were taken into account when determining National Grid's preferred option.

We are re-costing the strategic options to provide a more detailed estimate of actual Project costs as part of our ongoing work and this information will be made available for the statutory consultation (Stage 3 Consultation).

Comments on a Hybrid Connection and Other Alternatives

- 13.3.9 Respondents also express support for a hybrid connection as set out in the Strategic Options Report (January 2015). They argue this would be a feasible alternative to an overhead line, avoiding any potential visual impact on the landscape, as well as the associated costs of compensation.
- 13.3.10 Some of these respondents comment that a hybrid connection would also be more reliable and cost-effective than an overhead connection:
- “The best and cheapest NGC proposal that meets this requirement is that of the Hybrid undersea option that provides a connection back into the grid network at point remote from the grid substation at Pentir thus removing the physical vulnerability, as well as electrical, of the present spur connection from the main grid network.”*
- 13.3.11 Some respondents commenting on a hybrid connection option feel that the benefits have not been properly considered by National Grid and that the option should be considered further.

NATIONAL GRID'S RESPONSE

The 'hybrid option' would involve the construction of a new overhead line on the western half of Anglesey and through north Gwynedd, potentially resulting in a longer total overhead line route than our current proposals. As such the effect of an overhead line is not reduced though the hybrid option.

Whilst the development of a new substation could facilitate the removal of part of the 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 lifetime costs of this option in comparison with an equivalent overhead line.

National Grid will continue to back-check the connection option selected against the alternative strategic options, including the 'hybrid option' to ensure that the most appropriate overall solution is taken forward.

13.4 Route Corridor and Options

Comments on the Proposals Overall

- 13.4.1 Some respondents are supportive of National Grid's proposals. Some cite their acceptance of or support for the strategic case for the Project, while others feel the proposed route (and options) represent the best value for money solution. However, many attach a caveat to their support, most often suggesting that certain impacts (especially environmental) need to be mitigated. Others, however, are satisfied that National Grid has addressed these considerations adequately.

“The route and its variants in large part cross uninteresting farm land in the middle of the island away from the areas chosen by tourists for their activities. National Grid is clearly making every effort to minimise the impact of the preferred overhead option as it crosses the island.”

- 13.4.2 Those respondents who express opposition to the proposals overall note their general dissatisfaction with the choice of an overhead route. Some state their opinion that both the proposals and the consultation process are inadequate without elaborating further.
- 13.4.3 Respondents make reference to the Holford Rules in relation to visual impact of overhead power lines. The majority of these comments relate to the cumulative visual impact of an additional line, and the potential for a 'wirescape' to be created in particular areas. Others refer to the requirement to avoid impacts on properties, communities and tourism assets, arguing that these have not been respected. Again, these are usually with reference to specific areas or communities along the route (comments relating to specific sections of the route are covered in the relevant chapter on each section).

NATIONAL GRID'S RESPONSE

National Grid undertakes a long and complex process when developing proposals to connect new sources of energy generation like Wylfa Newydd. National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations. Ultimately, it is the UK government who decides if we have struck that balance and whether our proposals should be given consent.

National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the impact upon the landscape of Anglesey as a whole and North Gwynedd. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line. When assessing different corridor and route options National Grid considers the potential impacts in line with relevant planning policy such as National Policy Statement EN-5 and the Holford Rules.

More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment. Potential cumulative landscape and visual effects will also be fully considered in the Environmental Impact Assessment.

Throughout the design of the Project National Grid look to reduce the effects through routeing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

Comments on the Existing Line

- 13.4.4 Many respondents feel that the need for a new connection presents an opportunity to remove the existing overhead line across the island. Many of these respondents believe that both the existing and the new connections should be placed underground or subsea.
- 13.4.5 Among other comments relating to the existing line, some respondents refer to the visual impact of this line in arguing that an additional line would make this worse (see cumulative impact under Environment). Others suggest that the existing line could be upgraded as an alternative to developing a new connection.

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 contract National Grid has with the electricity generator. The delivery and cost of the Project required to meet the contract is regulated by Ofgem. It is not possible within the regulatory framework within which National

Grid operates to extend the scope of a project beyond that needed to connect the generator. In respect of the North Wales Connection Project, these constraints mean that it is not possible to fund undergrounding the existing line as part of the North Wales Connection Project as it is not a system requirement.

We have committed to undergrounding the section of the new Wylfa to Pentir connection that goes through the Anglesey AONB and Menai Strait, recognising the special qualities of this area.

Utilising the Existing Line

National Grid needs to develop a second, additional route for the export of power from Wylfa Newydd due to the size and importance of the new nuclear power station. We are required to follow rules that limit the amount of energy carried on pylons to make sure that energy is transferred securely across the country. This means that both the existing line and a new connection are needed. Therefore it is not possible for any new line to be combined with the existing line

As per our license obligation to transmit power in Wales and England, National Grid must design and operate the transmission system in accordance to the National Electricity Transmission System Security and Quality of Supply Standard. The Standard stipulates that should a fault occur on a double circuit, such as that on the existing overhead line from Wylfa to Pentir, the loss of power infeed shall not exceed 1800 MW. Putting this in the context of Anglesey, Wylfa Newydd has a planned generation capacity of 2800 MW. Should a fault occur on the existing line, the whole generation from Wylfa Newydd would be lost, which exceeds the 1800 MW limit and breaches the Standard by which National Grid must operate.

Cumulative Effect

National Grid's response in relation to the consideration of cumulative effects is provided under the theme 'Environment'.

Comments on Undergrounding

- 13.4.6 Many respondents state a preference for a new connection across the island to be placed underground, often without elaborating further; some suggest that this option has not been properly considered by National Grid or refer to potential impacts associated with pylons.
- 13.4.7 Meanwhile some respondents are opposed to any connection crossing the island of Anglesey, whether overhead or underground. Some of these argue that either of these options would have a negative economic impact on the island.
- 13.4.8 Among other comments and suggestions relating to undergrounding, some respondents advocate an underground route following the route of the old Amlwch railway. Others argue for undergrounding to be used for the southern part of the route - for example from Penmynydd or Ceint onwards - or in particular areas of the route such as the Talwrn, Llanfechell and Cemaes areas.

NATIONAL GRID'S RESPONSE

Underground Cables

Underground cables are an established technology for transmitting alternating current electricity. Whilst the use of underground cables is more technically challenging than an equivalent overhead line this consideration would not preclude nor weigh heavily in the balance when choosing the most appropriate technology to adopt. Of far more significance is the high cost difference between overhead lines and underground cables, and the nature of the environmental and community effects that each might cause.

The construction of overhead lines is less intensive than the construction of underground cables. In the case of the North Wales Connection Project, underground cables would require a 65 metre wide continuous construction swathe. Due to the scale of the construction activities associated with installing the multiple buried cables that would be needed, there would be a risk of significant damage being caused to important habitats and archaeological features along the route. These would be some of the important considerations, including effects upon local views from properties and the high cost differences, which will need to be balanced when deciding what the most appropriate solution is.

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. We have considered all of these factors and believe that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line. National Grid believes that this would best fulfil our statutory duties and complies with national planning policy. The Strategic Options Report (January 2015) contains further information on this. National Grid will need to demonstrate that any final proposal will comply with relevant government policy.

Cost of Installing Underground Cables

Much of the cost of using underground cables is comprised of the cost of purchasing the cables themselves. However the works to install the cables also make up a significant element. Installing the cables in pre-installed ducts or even deep tunnels significantly adds to the cost of installation. Directly burying cables in open ground represents the lowest cost, but most disruptive, installation technique. Nevertheless this would still equate to a cost of around £13 million per kilometre compared to £2.5 million per kilometre for overhead lines (Table 9.1, Strategic Options Report, January 2015).

Socio-economic Impacts

Potential socio-economic effects are considered and assessed at each stage of our work and are an important factor in informing decisions. We recognise the importance of the tourism industry and where possible we have tried to avoid important areas. Considerations such as this informed our decision to developing alternative proposals in the location of the Anglesey AONB and Menai Strait, involving the use of underground technology so as to avoid or mitigate the most significant landscape and visual effects in the area.

A more detailed response in relation to the consideration of socio-economic impacts is provided under the theme 'Socio-economic'.

13.5 Cost

Comments on Overall Project Cost

- 13.5.1 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.
- 13.5.2 The suggestion most frequently put forward in responses relating to cost is that there has been too much focus on the overall cost of the Project in developing the proposals, at the expense of other considerations - particularly minimising the social and economic impact of a new electricity connection.
- 13.5.3 A related argument put forward by a number of respondents is that the use of overhead power lines will ultimately be more expensive, as long-term costs, such as maintaining the pylons over the 40 year life of the Project, have not been taken into account. Some respondents argue that an underground connection would be cheaper or more cost-effective once other costs associated with overhead lines are taken into account. In particular they highlight the greater costs associated with using an overhead connection including the cost of removing the pylons at the end of their working life - as well as the potential impact on tourism and the local economy. Many also suggest that taking the opportunity to underground the existing line at the same time as the new connection would save the costs of doing so in the future.
- “[...]money is already being allocated into taking pylons down in sensitive areas - an underground line would not encounter such costs at the end of its working life - would neither have to be painted and withstand the heavy winds we encounter on the island”*
- 13.5.4 Some respondents raise general concerns that the overall cost of the Project should be minimised as far as possible, noting that the cost of the Project will be passed on to everyone through their fuel bills.

NATIONAL GRID'S RESPONSE

Overall Project Cost and Cost to Consumers

National Grid has to consider the cost of the Project as this is ultimately passed onto consumers in their electricity bills. The overall capital cost for the Project if subsea cables were used is estimated at between £1.13 billion and £1.38 billion for HVDC, and between £1.26 billion and £1.47 billion for AC subsea connections as set out in our Strategic Options Report (January 2015). This compares to £519 million for the strategic option that involves an overhead line between Wylfa and Pentir, and £940 million for a wholly underground option between the two sites. Our preferred option of an overhead line with an underground section at the Menai Strait requires an additional £35-50m for undergrounding on top of the cost of the overhead line option. When taking into account lifetime costs, the cost difference widens further. The high costs and technical risk associated with subsea connections were taken into account when determining National Grid's preferred option.

We are re-costing the strategic options to provide a more detailed estimate of actual Project costs as part of our ongoing work and this information will be made available for the statutory consultation (Stage 3 Consultation).

As a business National Grid is regulated by Ofgem and must consider the cost of investment and the impact on electricity bills. Although an investment in an area cannot be directly

apportioned to each individual household, based on an average annual domestic electricity bill of £600 (Ofgem, October 2013), National Grid's electricity transmission charge is £19.93, around 3.3% of the average customer bill.

This includes National Grid's costs to invest in the grid, as well as the connections to large offshore wind farms but does not include the high-voltage grids in Scotland - which National Grid doesn't own.

Throughout the development process the capital and whole life costs are continually updated to reflect the more detailed stage of the Project and these costs are back checked against previous options to ensure the decisions are still valid with changes in technology.

Environment and Socio-economic Considerations

Through careful routing and design National Grid has sought to avoid or significantly reduce any adverse effects on the environment and social and economic receptors. This has included consideration of farming and other businesses operating along the route, including tourist destinations and visitor accommodation, together with proximity to properties and views of the route options. We are working with farmers to understand how they use their land and see if we can site our equipment to reduce potential effects on farming activities.

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. National Grid notes the need to demonstrate that any final proposal will comply with relevant government policy.

Maintenance Costs of Overhead Lines

The 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.

Comments on the Cost of Undergrounding

- 13.5.5 The majority of comments on the cost of undergrounding are from respondents who feel that cost is not a valid reason for the option of an underground connection to have been dismissed.
- 13.5.6 Respondents query the cited costs for undergrounding, arguing that these are overestimated or questioning the assumptions behind them. Some argue that the costs cited are in fact minimal if spread across all electricity consumers and that consumers would be willing to pay this extra amount in order to safeguard the landscape and avoid other potential impacts.
- 13.5.7 Some accept that the cost of an underground connection would be greater than for an overhead line, but maintain that this would be worth pursuing in order to avoid potential impacts associated with an overhead line.
- 13.5.8 Finally, a small number of respondents agree that the cost of an underground connection would be greater than an overhead line and that undergrounding should not be pursued for this reason.

NATIONAL GRID'S RESPONSE

Increased Cost of Undergrounding

Much of the cost of using underground cables is comprised of the cost of purchasing the cables themselves. However the works to install the cables also make up a significant element. Installing the cables in pre-installed ducts or even deep tunnels significantly adds to the cost of installation. Directly burying cables in open ground represents the lowest cost, but most disruptive, installation technique. Nevertheless this would still equate to a cost of around £13 million per kilometre compared to £2.5 million per kilometre for overhead lines (Table 9.1, Strategic Options Report, January 2015).

Underground cables are an established technology for transmitting alternating current electricity. Whilst the use of underground cables is more technically challenging than an equivalent overhead line this consideration would not preclude nor weigh heavily in the balance when choosing the most appropriate technology to adopt. Of far more significance is the high cost difference between overhead lines and underground cables, and the nature of the environmental and community effects that each might cause. National Grid has considered all of these factors and believes that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line. National Grid believes that this would best fulfil our statutory duties and complies with national planning policy. The Strategic Options Report (January 2015) contains further information on this decision.

Undergrounding at the Menai Strait

National Grid recognises that the Anglesey AONB and Menai Strait area are sensitive locations, where planning policies and National Grid's statutory duties count against the use of an additional overhead line. As a result National Grid is developing alternative proposals involving the use of underground cables so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 Consultation. For more information on the decision to underground in this area please refer to the Strategic Options Report (January 2015) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

Given the very high additional cost associated with the use of buried cables, the extent of the underground cables either side of the Strait will be subject to very detailed appraisal, informed by the feedback that we have received. This will be balanced against environmental, socio-economic and technical considerations, including the impact that any new overhead line would have upon local communities such as Penmynydd, Star and Llanfair PG. This balance will also need to be carefully considered for the mainland section of the route, between the sealing end compound search areas and the end of the route at Pentir substation.

Comments on the Cost of Subsea

- 13.5.9 Many of the points put forward by respondents in relation to the cost of subsea echo those made in relation to undergrounding, namely that the option of a subsea connection has been unfairly dismissed on grounds of cost.

“The additional cost of putting them undersea over the 40, or 60 year life of them is a tiny proportion of National (UK) fuel bills. The effect on Anglesey however, whose main industries are tourism and farming, will be economically disastrous over life of the pylons, in lost property values and lost tourist revenue, when we are more dependent on tourism than any other UK county”

NATIONAL GRID'S RESPONSE

Cost of Subsea

National Grid has to consider the cost of the Project as this is ultimately passed onto consumers in their electricity bills. The overall capital cost for the Project if subsea cables were used is estimated at between £1.13 billion and £1.38 billion for HVDC, and between £1.26 billion and £1.47 billion for AC subsea connections as set out in our Strategic Options Report (January 2015). This compares to £519 million for the strategic option that involves an overhead line between Wylfa and Pentir, and £940 million for a wholly underground option between the two sites. Our preferred option of an overhead line with an underground section at the Menai Strait requires an additional £35-50m for undergrounding on top of the cost of the overhead line option. When taking into account lifetime costs, the cost difference widens further. The high costs and technical risk associated with subsea connections were taken into account when determining National Grid's preferred option.

We are re-costing the strategic options to provide a more detailed estimate of actual Project costs as part of our ongoing work and this information will be made available for the statutory consultation (Stage 3 Consultation).

As a business National Grid is regulated by Ofgem and must consider the cost of investment and the impact on electricity bills. Although an investment in an area cannot be directly apportioned to each individual household, based on an average annual domestic electricity bill of £600 (Ofgem, October 2013), National Grid's electricity transmission charge is £19.93, around 3.3% of the average customer bill.

This includes National Grid's costs to invest in the grid, as well as the connections to large offshore wind farms but does not include the high-voltage grids in Scotland - which National Grid doesn't own.

Throughout the development process the capital and whole life costs are continually updated to reflect the more detailed stage of the Project and these costs are back checked against previous options to ensure the decisions are still valid with changes in technology.

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. National Grid will need to demonstrate that any final proposal will comply with relevant government policy.

Environment and Socio-economic Considerations

Through careful routeing and design National Grid has sought to avoid or significantly reduce any adverse effects on the environment and social and economic receptors. This has included consideration of farming and other businesses operating along the route, including tourist destinations and visitor accommodation, together with proximity to properties and views of the route options. We are working with farmers to understand how they use their land and see if we can site our equipment to reduce potential effects on farming activities.

National Grid recognises the difficulty of balancing environmental, community, cost and

technical considerations when reaching its judgement on the best overall solution for society. National Grid notes the need to demonstrate that any final proposal will comply with relevant government policy.

13.6 Engineering, Design and Construction

Impact of Construction

- 13.6.1 Members of the public commenting on construction mainly express concern about the potentially disruptive impact of the construction period on nearby residents and communities.

“Presumably there will [sic] heavy moving equipment involved including cranes, mechanical diggers etc. Also all personnel working on the site will require facilities, canteens, toilets etc which will add to the general disruption.”

- 13.6.2 In relation to the potential construction impact of underground cables as an alternative to overhead lines, respondents note that although there will be some disruption in the short term, the land will recover to its normal state with no long-term visual impact.

NATIONAL GRID’S RESPONSE

Measures to Reduce Disruption

National Grid aims to reduce disruption where it is possible to do so. Where possible, this will be done through measures such as completing site work quickly, sensitively positioning temporary access roads to reduce disruption, considering the shortest access routes and by removing temporary accesses following completion.

Construction of Underground Cables

The construction of overhead lines is less intensive than the construction of underground cables. In the case of the North Wales Connection Project, underground cables would require a 65 metre wide continuous construction swathe. Due to the scale of the construction activities associated with installing the multiple buried cables that would be needed, there would be a risk of significant damage being caused to important habitats and archaeological features along the route. These would be some of the important considerations, including effects upon local views from properties and the high cost differences, which will need to be balanced when deciding what the most appropriate solution is.

Preferred Solution

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. We have considered all of these factors and believe that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line, with underground cables at the Anglesey AONB and Menai Strait. National Grid believes that this would best fulfil our statutory duties and complies with national planning policy. The Strategic Options Report (January 2015) contains further information on this decision. National Grid will need to demonstrate that any final proposal will comply with relevant government policy.

Comments on Pylon Type

- 13.6.3 There are some comments on how the design of pylons could mitigate against the potential visual impact of the proposals. Cyngor Tref Beaumaris Town Council expresses a preference for the ‘low profile’ T-Pylon design, while another respondent argues that the pylons must be of identical design to those used on the existing line in order to minimise the visual impact of an additional line.
- 13.6.4 Members of the public also suggest using artistic and iconic designs to make pylons outstanding features in the landscape, even tourist attractions, citing Iceland as an example. Cyngor Tref Beaumaris Town Council also believes this approach could be applicable in some areas.

“In some areas you might even consider some of the iconic designs developed in Iceland which allow sections of pylon line to become a feature of the landscape (like a piece of sculpture) rather than an imposition.” (Cyngor Tref Beaumaris Town Council)

NATIONAL GRID’S RESPONSE

National Grid currently has either lattice or T-pylon options available. A full Landscape and Visual Impact Assessment, including consideration of cumulative effects, will be undertaken as part of the Environmental Impact Assessment. Landscape and visual effects will be an important factor in determining the final route option, alignment and pylon choice.

Where the new overhead line is parallel to the existing line, it may be a more appropriate for the new pylons to be similar to the existing lattice pylons. We must also give consideration to the appropriate size of pylons for the circuits’ capacity requirements and associated safety considerations for both operation and maintenance when determining our pylon choice.

Comments on Maintenance

- 13.6.5 Members of the public discuss issues around the maintenance of a new connection. These include the perceived difficulty and expense of maintaining overhead lines, including repainting and repairing after weather damage, with some noting that pylons are vulnerable to heavy winds. The potential disruption caused to communities by maintenance work is also highlighted.
- 13.6.6 Some respondents argue that it would be more economical to underground the existing line together with the new connection, rather than do this separately in the future.
- 13.6.7 Respondents also dispute National Grid’s information with regard to the time and cost of maintenance involved with a subsea connection, in some cases pointing to underground connections currently in existence in order to argue that this cannot be prohibitive.

NATIONAL GRID’S RESPONSE

Maintenance of Overhead Lines

The 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.

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 contract National Grid has with the electricity generator. The delivery and cost of the Project required to meet the contract is regulated by Ofgem. It is not possible within the regulatory framework within which National Grid operates to extend the scope of a project beyond that needed to connect the generator. In respect of the North Wales Connection Project, these constraints mean that it is not possible to fund undergrounding the existing line as part of the North Wales Connection Project as it is not a system requirement.

We have committed to undergrounding the section of the new Wylfa to Pentir connection that goes through the Anglesey AONB and Menai Strait, recognising the special qualities of this area.

Subsea connection

Repairing faulty or damaged cables in the marine environments is particularly challenging. The damaged or faulted cable cannot be repaired on the seabed and needs to be lifted to the surface using a specialised vessel. Such vessels are expensive and relatively few in number and are usually unavailable at short notice. The location of any fault in the cable can be difficult to identify and having lifted the cable from the seabed the process of cutting out the damaged section and forming effective, watertight joints with the new cable section is technically demanding and introduces weak points that are more likely to fail in the future. For these reasons it can take several months to mobilise and repair a fault of this nature, during which time the circuits would remain out of service and Wylfa Newydd would have to reduce the amount of power it generates. This is amongst the reasons that we do not feel a subsea connection is the right option. Our Project film 'The challenge of a subsea connection' explains this in more detail.

National Grid will continue to back-check the overhead line connection option selected against the alternative strategic options to ensure that the most appropriate overall solution is taken forward.

Comments on Access

There are a small number of comments on access for construction works. These all consist of members of the public stating that they will deny access to their land.

NATIONAL GRID'S RESPONSE

We will continue to work with landowners to understand their concerns and try to reduce potential effects resulting from our proposals. We will also continue to provide regular updates as the Project develops. We very much want to work with the people affected and hope that mutually agreed land arrangements can be put in place.

13.7 Environment

Impact on Biodiversity and Wildlife

- 13.7.1 Some respondents express concern about the potential ecological impacts of the proposals in terms of wildlife. The richness and diversity of Anglesey's wildlife is discussed or listed among other aspects potentially affected. A small number of these comments relate to the potential impact on biodiversity resources on respondents' own land, including a wildflower meadow. A couple of respondents, including Coed Cymru, express concern about the potential cumulative impact on wildlife of an additional line crossing the island from north to south, in addition to the existing line and the A55:

“The north/south division of Anglesey by the lines may affect wildlife, especially birds and bats... Evidence should be sought on the effects of electro-magnetic radiation from the powerlines on wildlife and how much effect it has on restricting their feeding and breeding ranges.” (Coed Cymru Officer)

NATIONAL GRID'S RESPONSE

Habitat and protected species surveys (including wintering and breeding bird surveys, and surveys for bats and red squirrel) are being undertaken and will inform the ongoing design and assessment work. They will be used as part of the Environmental Impact Assessment, which will include an assessment of potential cumulative effects, and will aid consideration of appropriate mitigation measures where required.

All reasonable efforts will be made during the ongoing design and assessment work to ensure that effects on habitats, wildlife and designated sites are reduced where possible. Where these cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process. National Grid will continue to consult with and take advice from Natural Resources Wales and other stakeholders to seek to reduce effects of the Project on protected species and habitats.

Possible effects of electric and magnetic fields (EMFs) on various animals (for example, cows, sheep, pigs and horses) have been studied a number of times. No detectable effect of EMFs have been found on, for example, health, milk production, fertility, behaviour, and carcass quality. Most of the research on EMFs and flora and fauna was conducted in the 1970s and 1980s. Since then little research on this subject has been performed, reflecting the general agreement that EMFs have not been shown to have any detectable effects (with the specific exceptions of honey bees in hives and trees growing close enough to lines to be subject to corona). Source: <http://www.emfs.info/effects/agriculture/>

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. Due to the scale of the construction activities associated with installing the multiple buried cables, there is risk of damage being caused to important habitats and archaeological features along the route. These are some of the important considerations, which will need to be balanced when deciding what the most appropriate solution for the connection.

Impact on Landscape and Views

- 13.7.2 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 the Menai Straits.
- 13.7.3 The cumulative impact of a new line on the landscape is highlighted in many comments too, with respondents arguing that the existing power line across Anglesey already has a negative effect and a further line would worsen this. Respondents emphasise the value of the 'unspoilt countryside' and its importance to tourism and the local economy.

NATIONAL GRID'S RESPONSE

National Grid understands the concerns that local residents and stakeholders have about the proposals, and that some of the proposed options would be visible from areas within the Anglesey Area of Outstanding Natural Beauty (AONB) and/or may affect the setting of the AONB or other valued landscapes such as Special Landscape Areas or Registered Parks and Gardens. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

Consultation feedback helps us to understand the views and concerns of stakeholders and local communities and identify issues that must be considered as part of our ongoing design and assessment work. Landscape and visual effects will be an important factor in determining the final route option and alignment.

Landscape and Visual Effects

A full Landscape and Visual Impact Assessment, including consideration of cumulative effects and a detailed assessment of effects on private views (i.e. views from residential properties), will be undertaken as part of the Environmental Impact Assessment. This will include consideration of important views, both for local people and for tourism, to fully understand the effects on key views and designations such as the Anglesey AONB and the Registered Parks and Gardens.

Throughout the design of the Project National Grid look to reduce effects through routeing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

Impact on Cultural Heritage

- 13.7.4 Members of the public underline the need to preserve cultural heritage. For many, this concern is about the potential impact of the overhead line on the historic character of Anglesey overall.
- 13.7.5 Concern is also expressed about the potential visual impact on specific heritage sites and assets including ancient monuments, listed buildings, and archaeology.

"It is of even greater significance to do this when so many of the tourists visiting Anglesey come to visit the history told through the ancient landscapes dotted with ancient monuments and listed buildings. Not to protect these as set out in planning law when you recognise the need to protect the National Park is discriminatory: both types of feature, the

National Park and listed buildings/Ancient monuments and their settings are protected by planning law.”

NATIONAL GRID’S RESPONSE

Effects on cultural heritage assets, including known and unknown buried archaeology, will be considered in the ongoing design and assessment work. This will include consideration of effects on the settings of listed buildings and scheduled monuments and a review of information recorded on the local Historic Environment Record. National Grid will continue to consult with Cadw and Gwynedd Archaeological Planning Service as we develop the Project, together with the two local planning authorities.

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. Due to the scale of the construction activities associated with installing the multiple buried cables, there is risk of damage being caused to important habitats and archaeological features along the route. These are some of the important considerations, which will need to be balanced when deciding what the most appropriate solution for the connection.

Impact on Noise Levels

13.7.6 Another potential impact of overhead lines highlighted in responses is noise resulting from pylons and overhead lines. Many of these comments describe the noise experienced from existing pylons and express concern about associated impacts on tourism, local business and residents’ wellbeing.

“The noise from existing pylons can be unbelievable and we as a business have lost trade - I have had families camp for one night out of seven booked demand return of money due to noise levels”

NATIONAL GRID’S RESPONSE

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 and when planning new infrastructure such as that proposed for the North Wales Connection Project we will endeavour to mitigate or even eliminate operational noise impacts on our neighbours.

Deciding where and how to build new high voltage electricity lines and substations is a complex issue and we are very aware of the effect this infrastructure can have on local communities. We recognise that overhead transmission lines can produce audible noise when in operation, typically heard as a crackle, a buzz or a hum. For new overhead lines, noise levels and the effect on residential properties are carefully considered. Legislation requires that we submit a detailed Environmental Impact Assessment, in the form of an Environmental Statement alongside our application for a Development Consent Order. The Environmental Statement will be a publically available document and will include the assessment of construction and operational noise and the likely effects on the environment, including local residents. The assessments will follow the methods set out in the appropriate British Standards and guidelines and will set appropriate conditions / requirements on any consent for development.

13.8 Socio-economic

Impact on Properties/Communities

- 13.8.1 Members of the public raise concerns about the potential impact on their property arising from the proximity of the proposed overhead power lines. Respondents highlight the potential disruption, health and visual impact of the Project, and the resulting impact on their amenity and quality of life.
- 13.8.2 Many also note their concern that the proximity of pylons may affect their properties' saleability and value. Concern is also expressed about the environmental and economic legacy for future generations as a result of the potential long-term impacts on the landscape and the economy of Anglesey, and associated effects on tourism. Llanfihangelesceifiog Community Council, for example, comments that:

“It is officially and universally acknowledged that our economic success is heavily dependent on tourism and agriculture, while recognising our responsibility to protect this unique and priceless heritage for the generations to follow”

NATIONAL GRID'S RESPONSE

Property Value and Sales

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it cannot 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 property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the national policy document with which the final proposed connection will need to comply.

However, the effect of the Project upon the environment experienced by local residents is an important consideration and National Grid understands the concerns that local residents will have about the proposals. In accordance with National Grid's guidance on the siting and routing of infrastructure, the route options were chosen to avoid residential areas as far as possible. National Grid recognises that the visual impact of pylons may be an issue for many local communities and therefore the approach will be to maximise distance from properties where we can. We consider visual effects on properties as part of our assessment work.

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). National Grid works closely with any landowners on whose land our equipment is sited to negotiate compensation terms if this is appropriate.

National Grid recognises that there is a perception that our work could have a potential effect on property values. We will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible through the ongoing design and assessment work. National Grid does not provide compensation to cover any perceived reduction in house value.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand

their personal circumstances and address concerns where possible.

Socio-economic Assessment

A socio-economic assessment will be completed as part of the Environmental Impact Assessment. This technical assessment will include consideration of community cohesion/quality of life to identify where there could be effect on the local population along the route. The socio-economic assessment will cover issues relating to: tourism, access, landscape and visual issues, employment, economic and community cohesion.

National Grid recognises that the Anglesey AONB and Menai Strait area are sensitive locations, where planning policies and National Grid's statutory duties count against the use of an additional overhead line. As a result National Grid is developing alternative proposals involving the use of underground cables so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 Consultation. For more information on the decision to underground in this area please refer to the Strategic Options Report (January 2015) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

Landscape and Visual

Where possible, National Grid sought to keep the route options close to the existing line to reduce the spread of effects that an additional overhead line will have. For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

National Grid understands the concerns that local residents have about the proposals. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A full Landscape and Visual Impact Assessment, including consideration of cumulative effects, will be undertaken as part of the Environmental Impact Assessment. Landscape and visual effects will be an important factor in determining the final route option and alignment.

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

National Grid's response to concerns raised about effects on health and the economy, including potential effects on tourism, are provided under the associated themes below.

Job Creation/ Community Benefits

- 13.8.3 There are some comments in relation to the potential for positive impacts as a result of the proposals. A small number of respondents believe the development will bring jobs and economic benefits to the area. Cyngor Tref Beaumaris Town Council believes such benefits will result from the Wylfa Newydd development, of which the proposed connection is a necessary component.

- 13.8.4 Another respondent suggests that making use of disused infrastructure as part of the Wylfa Newydd development and associated connection project could enhance the value of these public assets and potentially contribute to tourism.

“Existing “industrial” assets that could be considered for facilities/routes include the former oil terminal site at Rhosgoch, the former railway line from Amlwch to Bangor (both close to the proposed route) or alongside the existing A55 or Holyhead to Bangor railway line. Any additional access requirements for some of these, for maintenance etc, would only enhance their value as public amenities, and potentially enhance tourism”

NATIONAL GRID’S RESPONSE

During construction the Project will require investment in components and labour. Where possible these will be sourced from Anglesey, Gwynedd and other areas in Wales. Some may also be sourced elsewhere in the UK and overseas.

Detail regarding the geographical source of the labour, plant and capital equipment associated with the Project will only be available following a contract tendering and subsequent award process following consent. Nonetheless, based on National Grid’s previous experience in electricity infrastructure procurement, construction of new overhead lines does result in positive effects on the local economy through employment and increased spending during the construction phase.

The likely job opportunities that will result from the Project will be considered as part of the socio-economic assessment within the Environmental Impact Assessment. Appropriate consideration will be given to recruitment and procurement schemes to encourage local sourcing where possible.

Consideration of the use of Existing Assets

Due to the linear nature of the connection which is needed for the Project, many of the existing elements of infrastructure do not provide significant opportunities to reduce the potential effects of the Project. National Grid is aware of the features referred to and will consider opportunities to utilise these for elements of the scheme as appropriate. For example, the use of previously developed land for temporary compound areas may help to reduce environmental effects. Similarly where there are opportunities for the construction works to provide legacy benefits these will also be carefully considered as part of the design process.

The A55 and railway corridor were both identified as potential routes for the new connection but these were not favoured over the currently preferred corridor due to the greater length of line involved and concerns about introducing new transmission infrastructure to the western and southern half of the island, where no such infrastructure currently exists.

Impact on Business/Tourism/Local Economy

- 13.8.5 In contrast to the above, some respondents express concern about the potentially negative economic impacts of the proposals, in terms of tourism, local businesses and the local economy more generally. Members of the public underline the dependence of the economy of Anglesey on tourism and express concern that an overhead connection would be detrimental to its appeal as a destination for visitors. Many respondents, including an organised submission, cite the annual value of the tourism industry in Anglesey at around £260 million. One respondent asserts that the

island as a whole is a European Geopark, which have the same status as UNESCO World Heritage Sites and therefore should be protected as a tourist destination.

- 13.8.6 In some cases this concern is related to potential impacts on local businesses, as some respondents' livelihood is dependent on tourism such as those who own or work in bed and breakfasts.

“Anglesey is a small beautiful Island with many historic attractions, and a beautiful coastline, which attracts visitors from all parts of the world. This contributes millions to the island’s economy, and employment to thousands. I am concerned that there could be a decline in visitors, if two lines of pylons would be erected being an eyesore, which would be a major impact on the livelihood of local people”

- 13.8.7 In response to an undated questionnaire among tourists visiting Anglesey, carried out by a member of the public and submitted to National Grid, around 30 tourists visiting Anglesey indicated that they would be less likely to choose Anglesey as their holiday destination if a new overhead line is erected.

NATIONAL GRID’S RESPONSE

Landscape and Visual Effects

National Grid understands the concerns that local residents and stakeholders have about the proposals. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism. Landscape and visual effects will be an important factor in determining the final route option and alignment.

Our Stage 1 consultation was held in 2012, during which consultees expressed a preference for the orange route corridor as this would have least impact. Our work also pointed to the route corridor as the right option as it is located away from the coast and is the most direct route which enables the connection to be kept as short as possible. Within the orange corridor the Wylfa to Pentir route options were developed to avoid particularly sensitive areas and large towns and villages.

National Grid recognises that the Anglesey AONB and Menai Strait area are sensitive locations, where planning policies and National Grid's statutory duties count against the use of an additional overhead line. As a result National Grid is developing alternative proposals involving the use of underground technologies so as to avoid or mitigate the most significant landscape and visual effects in the area. This takes account of feedback received in response to our Stage 1 consultation.

A full Landscape and Visual Impact Assessment will be undertaken as part of the Environmental Impact Assessment. This will include consideration of important views, both for local people and for tourism, to fully understand the effects on key views and designations and to reduce effects where possible through routeing and pylon choice. A Preliminary Environmental Information Report (PEIR) will accompany the statutory consultation (Stage 3 consultation) which is scheduled to commence in the autumn of 2016.

There are high voltage electricity transmission lines throughout England and Wales, including areas of high value for tourism. It is not always possible to avoid impacts on the environment and mitigation is required to reduce potential impacts. Throughout the design of the Project

National Grid look to reduce effects through routeing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

Business Survey

A business survey will be undertaken during 2016 that will seek to contact a number of businesses (based on a random selection of business types within Anglesey and Gwynedd). The intention will be to understand the type of businesses available in the area around the North Wales Connection Project and what concerns they may have, and investigate if effects are likely on the business in terms of employment, disruption to the business or effects on their supply chain. From this an understanding of the effects and consideration of potential suitable mitigation measures will be possible and reported as part of the Environmental Impact Assessment.

Tourism and Visitor Behaviour Survey

A tourism survey will be undertaken as part of the socio-economic assessment. Part of this work will seek to clarify tourism / visitor numbers, which will feed into the identification of locations for visitor questionnaires to be completed. The tourism survey will also consider effects on transient visitors (those who are passing through the area) and we shall be working with the landscape specialists to identify potential effects and consider mitigation measures as appropriate. The survey will include questions related to visitor behaviours and perceptions of the Project. This will be used to identify any potential changes in behaviour and perception that could have knock-on effects on the tourism sector on Anglesey and Gwynedd. This work forms part of the Environmental Impact Assessment and will be reported in the Environmental Statement that will accompany the application for a Development Consent Order.

Effect on Farming

National Grid understands that our activities inevitably affect the operations of farmers whose land we cross. National Grid has already begun discussions with potentially affected landowners to better understand the nature of their farming activities, and will seek to work with them so as to reduce any possible effects as far as practically possible. Examples might include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Site work will be completed within the shortest duration where possible and temporary accesses will be removed following completion. Financial payments are also made to those whose land National Grid's equipment crosses in order to compensate for disruption caused by our works.

Back-checking and Review

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

13.9 Health, Safety and Security

General Health Concerns

- 13.9.1 Respondents express concerns about the potential health impacts on residents and communities near to the Project. Often health and social impacts are mentioned in a general sense, listed among other issues potentially associated with an overhead line. Some express particular concern about the health and safety of children with regards to nearby power lines.
- 13.9.2 Some respondents also express concern about specific health conditions believed to be associated with electromagnetic fields (EMFs). These include childhood leukaemia, as well as cancer in adults, and respiratory illnesses such as asthma. One respondent lists a number of potential health risks:
- “Health and Social Effects I am concerned that there is a near doubling of the risk of childhood leukaemia in a zone within 200 metres of high voltage lines, and a measurable increase in risk extending out to 600 metres (Draper Report July 2005). There is also evidence of an increased risk of adult cancers, depression, suicide and miscarriage.”*
- 13.9.3 Some members of the public state that they are suffering from stress and anxiety as a result of uncertainty surrounding the proposals.

NATIONAL GRID’S RESPONSE

Electric and Magnetic Fields

Electric and magnetic fields (EMFs) are produced wherever electricity is used, and there have been suggestions that exposure to these fields might be a cause of ill health. National Grid fully recognises people’s concerns and the uncertain scientific position on this subject.

National Grid takes this issue very seriously and relies on authoritative and independent scientific organisations such as the World Health Organization (WHO), the Scientific Committee on Emerging and Newly Identified Health Risks (SCENIHR) and Public Health England (PHE have assumed overall responsibility for EMFs in the UK on behalf of all the public health boards, including Public Health Wales) to review the worldwide body of scientific evidence in EMFs and health. Summaries of the science can be found at www.emfs.info. We believe it is right that the decision on what is acceptable or not is made independently of National Grid.

Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to our approach. 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 decision-making process for an application for a Development Consent Order in National Policy Statement EN-5.

The WHO, PHE and SCENIHR have considered all of the scientific issues raised which relate to EMFs and health, including evidence relating to the full range of possible health effects. Therefore the policies on EMFs which National Grid follows take account of all issues both

positive and negative to reach a conclusion on the science.

National Grid's approach is to ensure that all of our assets comply with those policies, which are set by Government on the advice of their independent advisors. This ensures that health concerns are properly and adequately addressed. The evidence concerning compliance with these policies as specified in National Policy Statement EN-5, and including the numerical exposure guidelines, will be fully and publically documented in the Development Consent Order application.

National Grid understands that concerns about the potential ill health effects associated with living close to an overhead line could cause anxiety. In an attempt to address or limit these concerns National Grid are committed to following independent guidance set by Government to protect members of the public against electric and magnetic fields.

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.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Safety Considerations

- 13.9.4 As well as general concerns about the safety of overhead lines, members of the public also put forward concerns about the possible risk of power supply being affected by damage to transmission technology as a result of terror attacks, protest and civil unrest. One of these argues that these risks should be factored into National Grid's proposals.

“Surely in addition to reinforcing the present system spur (Wylfa-Pentir) safety considerations should demand a diverse routing to cope with both natural and potential terrorist interference with supplies to the proposed plants.”

- 13.9.5 A small number of respondents express concern about the potential risk presented by the proximity of the existing line to the proposed route. They argue that this increases the likelihood of an aviation accident involving both lines and so cutting out power completely.

NATIONAL GRID'S RESPONSE

National Grid's network has a high reliability which it maintains by complying with the stringent system security and supply standards set out under our licence. National Grid design and operate the system such that there will be no interruption to supply due to the simultaneous loss of two circuits. As a result, power failures from disruption to an overhead line owned and operated by National Grid are avoided.

Terrorist Threat

We have an obligation under our system license to ensure appropriate security and quality of supply for generation connections. A second connection from Wylfa Newydd complies with these standards. Within these standards there is not a requirement to consider terrorist threat, this is the responsibility of the generator to consider the potential for losing all connections. We

have been working with Horizon to look into the loss of onsite power to assist with their assessment for a nuclear site licence.

Aviation Risk

National Grid has engaged in discussions with the Defence Infrastructure Organisation within the Ministry of Defence. In response to the Stage 2 consultation, concerns were only raised in relation to route option 3A and the potential effect it could have on flight operations at RAF Mona. National Grid acknowledges that standard height pylons would need to be avoided for parts of route option 3A to address these concerns. Further detailed design work would be undertaken to confirm specific requirements if this route option were to be taken forward.

13.10 Mitigation Measures

General

- 13.10.1 The most common suggestion for mitigating the potential impacts of a new overhead line is for the connection to follow the existing line so as to minimise impacts upon land and communities currently unaffected by overhead lines. Similarly, another respondent argues that a new overhead line should follow the shortest route in order to minimise the area impacted.

NATIONAL GRID'S RESPONSE**Follow the Existing Line**

National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the effect upon the landscape of Anglesey as a whole. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

National Grid welcomes comments concerning alternative routes and the significance of the effects that might be experienced by local residents and businesses. These comments will be considered as part of the ongoing design and assessment work and, where considered appropriate, routes may be amended so as to further reduce these potential effects.

Socio-economic Mitigation Measures

- 13.10.2 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.
- 13.10.3 However the largest number of comments in this category relate to compensation. Many of these are 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. Some feel that the amount of compensation currently offered is inadequate and criticise National Grid's stance on this issue.

“I feel that you should fully compensate people for any loss, the amounts of compensation available to people is not only derisory but insulting, the financial effect should be acknowledged by national grid and included in their figures”

- 13.10.4 Other comments on this topic include criticism from one member of the public who believes that more attention has been paid to mitigating potential environmental impacts than those on communities. One respondent argues that the existing line should be removed and re-used as a cycle and walking route.

NATIONAL GRID’S RESPONSE

The opinion of local residents and stakeholders is important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

The effect of the Project upon the environment experienced by local residents is an important consideration and National Grid understands the concerns that local residents will have about the proposals. In accordance with National Grid’s guidance on the siting and routing of infrastructure, the route options were chosen to avoid residential areas as far as possible.

National Grid welcomes comments from the public and stakeholders concerning potential mitigation to further reduce the effects of the Project. These will be considered as part of the ongoing design and assessment work. We will continue to liaise with Isle of Anglesey County Council, Gwynedd Council and the other statutory stakeholders on the approach to the cumulative assessment and identification of mitigation measures.

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). National Grid works closely with any landowners on whose land our equipment is sited to negotiate compensation terms if this is appropriate.

National Grid recognises that there is a perception that our work could have a potential effect on property values. We will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible through the ongoing design and assessment work. National Grid does not provide compensation to cover any perceived reduction in house value.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Environmental Mitigation Measures

- 13.10.5 Respondents also comment on the need to mitigate the potential environmental impacts of the proposals. In particular, they express concern about the visual impact of overhead lines, both generally and in specific areas of the route. One respondent for example, underlines the

importance of screening to mitigate the potential visual impacts of development on the coastal and bridge areas in the Menai Straits:

“properly screen all permanent substations, sealing compounds etc and access routes to them and to service lines and pylons - using bushes, trees and banks of suitable width and height.”

- 13.10.6 Many respondents also underline that the route should avoid impacting any designated areas or sites, whether environmental or historical. Examples of such areas mentioned include the National Park, Area of Outstanding Natural Beauty (AONB), archaeological sites and nature reserves.

NATIONAL GRID'S RESPONSE

Landscape and Visual

Throughout the design of the Project, National Grid has sought to reduce landscape and visual effects through routeing and pylon choice, and will continue to do so through the ongoing design and assessment work. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

A full Landscape and Visual Impact Assessment will be undertaken as part of the Environmental Impact Assessment, which will enable a full understanding of the effects of the Project and identify opportunities for potential further mitigation to reduce effects where possible.

Biodiversity mitigation

Habitat and protected species surveys (including wintering and breeding bird surveys, and surveys for bats and red squirrel) are being undertaken and will inform the ongoing design and assessment work. They will be used as part of the Environmental Impact Assessment, to reduce potential effects where possible, and will aid consideration of appropriate mitigation measures where required. National Grid will continue to consult with and take advice from Natural Resources Wales and other specialist stakeholders to seek to reduce effects of the Project on protected species and habitats.

Potential mitigation measures are likely to include pylon siting, access track routeing and new areas of planting such as blocks of woodland. National Grid will seek to work with farmers within schemes such as the Glastir Agri-environmental scheme to reduce effects where possible and identify potential mitigation measures where necessary.

All reasonable efforts will be made during the further routeing alignment work to reduce impacts on designated sites where possible. Where impacts cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process.

14 FEEDBACK RECEIVED ON ROUTE SECTION 1

14.1 Introduction

- 14.1.1 Route Section 1 extends from Wylfa substation towards Rhosgoch. The closest villages to the route are Tregel, Llanfechell and Cemaes. In this section the existing overhead line passes through or close to the proposed Mynydd Mechell Special Landscape Area (SLA), a standing stone, scheduled monuments, listed buildings and ancient woodlands.
- 14.1.2 There are two potential route options in this section: 1A and 1B. Please refer to the map for this section of the route on the next page.

14.2 General Comments

Overhead Lines/Underground

- 14.2.1 In the context of their concerns about the cumulative visual impact of the proposed new line and the consequences this would have for the landscape and property prices, some respondents state their opposition to any overhead lines. Related to this, many respondents, including Llanbadrig Community Council, call for the proposed line to be undergrounded in this section of the route. One respondent adds that undergrounding is particularly needed in fields used for grazing.

NATIONAL GRID'S RESPONSE

Cumulative Visual Impact

National Grid understands the concerns that local residents have about the proposals. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work.

National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the impact upon the landscape of Anglesey as a whole. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment. Potential cumulative landscape and visual effects will also be fully considered in the Environmental Impact Assessment.

Throughout the design of the Project National Grid look to reduce the effects through routeing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

Property

With specific regard to the potential for negative effects on property prices and sales, in accordance with National Grid's guidance on the siting and routing of infrastructure, the route options were chosen to avoid residential areas as far as possible. National Grid understands the concerns that local residents will have about the proposals, including the visual effect of pylons and therefore our approach is to maximise distance from properties where we can.

Effect on Farming

National Grid understands that our activities inevitably affect the operations of farmers whose land we cross. National Grid has already begun discussions with potentially affected landowners to better understand the nature of their farming activities, and will seek to work with them so as to reduce any possible effects as far as practically possible. Examples might include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Site work will be completed within the shortest duration where possible and temporary accesses will be removed following completion. Financial payments are also made to those whose land National Grid's equipment crosses in order to compensate for disruption caused by our works. It should be noted that grazing can still occur under overhead lines, once they have been constructed.

Undergrounding

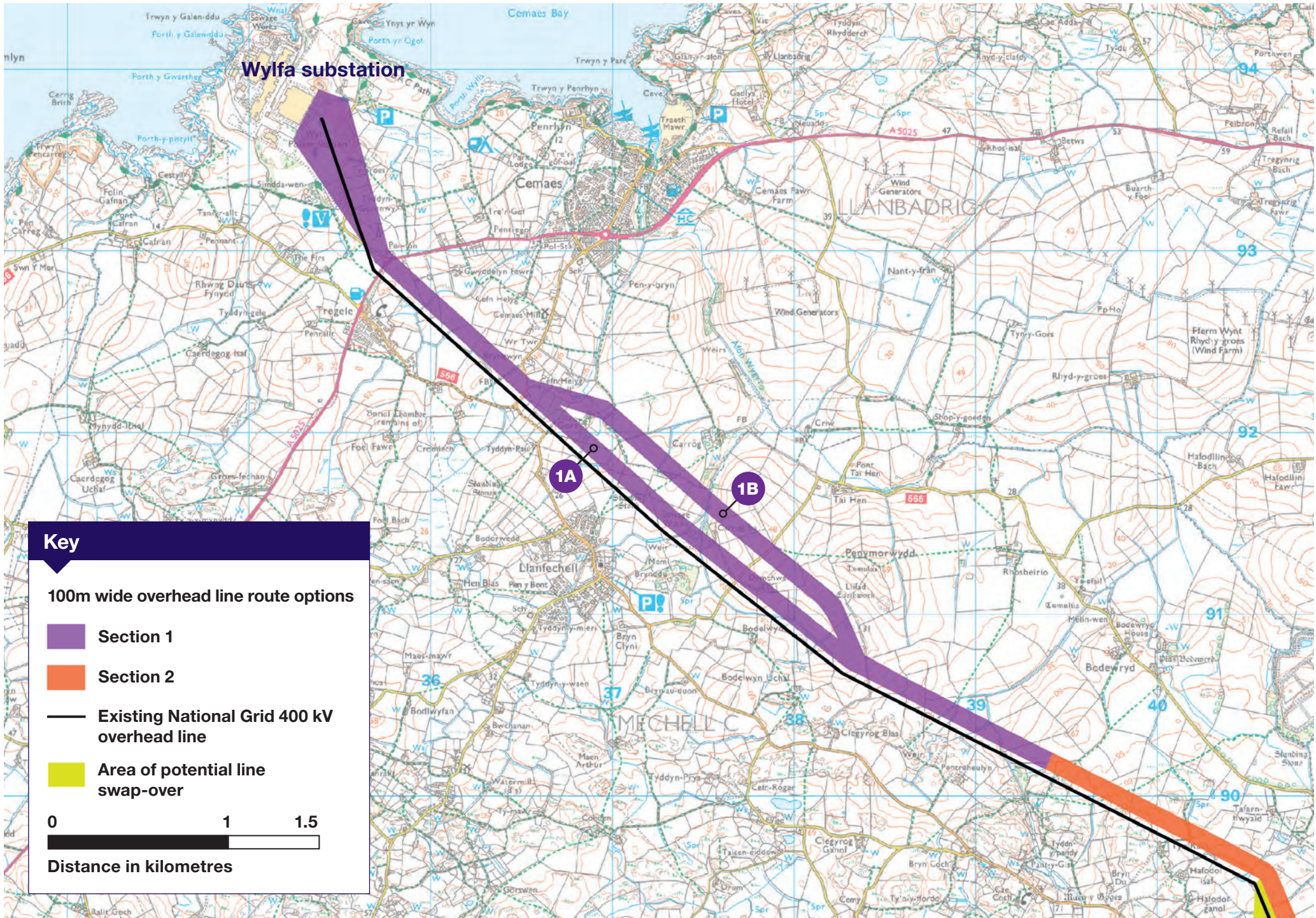
When designing new routes National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. Ultimately, it is the Secretary of State for Energy and Climate Change who decides whether or not our proposals achieve this balance and should be granted consent.

Although it is recognised that undergrounding would reduce the visual effect of the Project, National Grid has made the decision to progress with an overhead line (save in respect of the Menai Strait) because it was considered this would best achieve an appropriate balance between National Grid's technical, economic, amenity and environmental obligations. The Strategic Options Report (January 2015) contains further information on this decision.

The decision to underground at the Menai Strait and Anglesey Area of Outstanding Natural Beauty (AONB) reflects the importance of this area to local people, businesses and tourists. This area is subject to an important statutory designation which carries significant weight and which we must give due consideration to when making decisions on which route to take forward.

Planning policies and National Grid's statutory duties count against the use of an additional overhead line in at the Menai Strait and Anglesey AONB. As a result National Grid is developing alternative proposals involving the use of underground technologies so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 consultation. National Grid has a duty to keep any impacts as low as possible on important considerations such as landscape and views, communities, tourism and heritage.

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.



Wylfa substation

Key

100m wide overhead line route options

- Section 1
- Section 2

Existing National Grid 400 kV overhead line

Area of potential line swap-over



Distance in kilometres

Support and Opposition

- 14.2.2 Notwithstanding their support for underground or subsea alternatives, some respondents express explicit preference or opposition to one of the proposed routes. The reasons cited are often environmental or socio-economic concerns, and as such are explored in further detail in the relevant sub-themes below.
- 14.2.3 Of those respondents who express explicit preference for one of the options, a small majority support option 1A, often due to its proximity to the existing line.
- 14.2.4 One respondent notes that both options follow the existing line so they do not have a preference.

NATIONAL GRID'S RESPONSE

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Whilst important, the decision on which route option to progress cannot be made solely based on the opinions of local residents. When designing new routes National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations.

14.3 Engineering, Design and Construction

Access and Traffic/Transport

- 14.3.1 One respondent is concerned that using the Rhosgoch Shell Farm as a staging depot would exacerbate existing traffic congestion in this area.

NATIONAL GRID'S RESPONSE

We are aware that the former Shell depot near Rhosgoch has been proposed as a potential location for temporary workers accommodation, as part of the supporting development required for Wylfa Newydd. Comments or questions in relation to this should be directed to the Wylfa Newydd Project Liaison Group.

14.4 Environment

- 14.4.1 The majority of environment related comments are general in their nature and do not focus on the specific route options. Instead, most respondents choose to discuss the potential environmental impact of Section 1 as a whole.

Impact on Biodiversity and Wildlife

- 14.4.2 In support of their call for the proposed line to be placed underground or subsea, one respondent notes that there is a large amount of wildlife in the area, including barn owls, bats and buzzards. The same respondent adds that this section of the route is close to designated sites which include a site of specific scientific interest (Parys Mountain SSSI).

NATIONAL GRID'S RESPONSE

Protected species surveys (including bat surveys and wintering and breeding bird surveys) are being undertaken and will be used to inform the ongoing design and assessment work. They will also aid consideration of appropriate mitigation measures where required. National Grid will continue to consult with and take advice from Natural Resources Wales to seek to reduce effects of the Project on protected species and designated sites such as the Parys Mountain Site of Special Scientific Interest (SSSI).

Impact on Landscape and Views

- 14.4.3 The most common environmental concern raised by respondents is the visual effect of the proposed line on the local landscape and views. Some respondents also worry about the cumulative effect a second line may have on the amenity of the area or their properties.

“..the existing row of pylons some 45 - 50 metres high, crossing the relatively flat, otherwise unspoilt Ynys Môn countryside are clearly visible from our homes, already have a detrimental effect on our rural landscape and are downright ugly[...] The placing of another row of pylons through this rural area would clearly make the situation very much worse.”

- 14.4.4 These concerns are often accompanied by calls for the line to be placed underground or subsea or to follow closely the existing line to avoid affecting currently unspoiled parts of Anglesey.
- 14.4.5 Some respondents make specific reference to route options 1A or 1B, noting that one or both of these options would have a detrimental visual impact on their properties.
- 14.4.6 A couple of respondents state their preference for route option 1A either because it would follow more closely the existing line or because it would avoid affecting specific properties.

NATIONAL GRID'S RESPONSE

National Grid understands the concerns that local residents have about the proposals. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work.

National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the impact upon the landscape of Anglesey as a whole. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment. Potential cumulative landscape and visual effects will also be fully considered in the Environmental Impact Assessment.

Throughout the design of the Project National Grid look to reduce the effects through routing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects.

This will be undertaken in conjunction with landowners.

For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

Although it is recognised that undergrounding would reduce the visual effect of the Project, National Grid has made the decision to progress with an overhead line (save in respect of the Menai Strait) because it was considered this would best achieve an appropriate balance between National Grid's technical, economic, amenity and environmental obligations. The Strategic Options Report (January 2015) contains further information on this decision.

The decision to underground at the Menai Strait and Anglesey Area of Outstanding Natural Beauty (AONB) reflects the importance of this area to local people, businesses and tourists. This area is subject to an important statutory designation which carries significant weight and which we must give due consideration to when making decisions on which route to take forward.

Planning policies and National Grid's statutory duties count against the use of an additional overhead line in at the Menai Strait and Anglesey AONB. As a result National Grid is developing alternative proposals involving the use of underground technologies so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 consultation. National Grid has a duty to keep any impacts as low as possible on important considerations such landscape and views, communities, tourism and heritage.

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

Impact on Cultural Heritage

- 14.4.7 A few respondents raise concerns about the potential impact the proposed line might have on cultural heritage assets in this area. One respondent notes that Bronze Age burial mounds have been discovered in the area which could indicate the presence of further archaeological finds. The same respondent asks for the relevant archaeological trust to be consulted prior to and during the works.
- 14.4.8 A couple of respondents favour route option 1A as they believe it would pose less risk on archaeological assets in the area.

NATIONAL GRID'S RESPONSE

All reasonable efforts will be made during the ongoing design and assessment work to ensure effects on cultural heritage assets are reduced where possible. Potential effects on the setting of existing cultural heritage assets have been considered as part of the work undertaken to date, and will continue to be considered moving forward alongside the potential for currently unknown archaeology to be discovered.

Where effects on cultural heritage assets cannot be avoided, then suitable mitigation

measures will be considered and where appropriate secured through the Development Consent Order process. We will continue to consult with and take advice from Cadw and Gwynedd Archaeological Planning Service to seek to reduce any effects of the Project on heritage assets where possible.

Impact on Noise Levels

- 14.4.9 Referencing their experience with the existing line, several respondents voice concerns about increased noise levels, particularly during damp and windy weather when pylons emit a crackling noise and the wind blows through the overhead cables.

NATIONAL GRID'S RESPONSE

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 and when planning new infrastructure such as that proposed for the North Wales Connection Project we will endeavour to mitigate or even eliminate operational noise effects on our neighbours.

Deciding where and how to build new high voltage electricity lines and substations is a complex issue and National Grid is very aware of the effect this infrastructure can have on local communities. We recognise that overhead transmission lines can produce audible noise when in operation, typically heard as a crackle, a buzz or a hum. For new overhead lines, noise levels and the effect on residential properties are carefully considered. Legislation requires that we submit a detailed Environmental Impact Assessment, in the form of an Environmental Statement, alongside the application for a Development Consent Order. The Environmental Statement will be a publically available document and will include the assessment of construction and operational noise and the likely effects on the environment, including local residents. The assessments will follow the methods set out in the appropriate British Standards and guidelines and will set appropriate conditions/requirements on any consent for the development.

Whilst it is not possible to entirely eliminate the effect of the wind on pylons and overhead lines, National Grid does aim to reduce the occurrence of wind noise through the selection of appropriate designs of pylon fixtures and fittings, this includes the requirement for all new designs of insulator to pass a wind tunnel test. Pylons are designed to ensure that any holes and orifices used during construction are not left open following construction and that any plates and labels are securely fixed.

14.5 Health, Safety and Security

General Health Concerns

- 14.5.1 Several respondents are worried about the impact pylons may have on residents' health, particularly with regards to cancer. Some quote studies carried out in the UK (Draper 2005 and SAGE report) and Sweden in support of their views.

NATIONAL GRID'S RESPONSE

Electric and Magnetic Fields (EMFs)

Electric and magnetic fields (EMFs) are produced wherever electricity is used, and there have been suggestions that exposure to these fields might be a cause of ill health. National Grid fully recognises people's concerns and the uncertain scientific position on this subject.

National Grid takes this issue very seriously and relies on authoritative and independent scientific organisations such as the World Health Organization (WHO), the Scientific Committee on Emerging and Newly Identified Health Risks (SCENIHR) and Public Health England (PHE have assumed overall responsibility for EMFs in the UK on behalf of all the public health boards, including Public Health Wales) to review the worldwide body of scientific evidence in EMFs and health. Summaries of the science can be found at www.emfs.info. We believe it is right that the decision on what is acceptable or not is made independently of National Grid.

Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to our approach. 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 decision-making process for an application for a Development Consent Order in National Policy Statement EN-5.

The WHO, PHE and SCENIHR have considered all of the scientific issues raised which relate to EMFs and health, including evidence relating to the full range of possible health effects. Therefore the policies on EMFs which National Grid follows take account of all issues both positive and negative to reach a conclusion on the science.

National Grid's approach is to ensure that all of our assets comply with those policies, which are set by Government on the advice of their independent advisors. This ensures that health concerns are properly and adequately addressed. The evidence concerning compliance with these policies as specified in National Policy Statement EN-5, and including the numerical exposure guidelines, will be fully and publically documented in the Development Consent Order application.

14.6 Socio-economic

Impact on Properties/ Communities

- 14.6.1 A number of respondents express concerns about the impact the proposed line may have on local residents in terms of quality of life, health and property prices. With regards to the latter, some point out that the current line has already made property sales difficult and worry that having a second line would further devalue houses. Cemaes and Llanfechell are among the locations along this section of the route which are mentioned as most likely to be impacted.
- 14.6.2 Some respondents comment on the specific route options. A couple of respondents believe that route option 1A would be less intrusive because it goes through a less populated area and those

living near this option are already used to having pylons. By contrast, another respondent argues that route option 1A is unacceptable as it is too close to Llanfechell.

NATIONAL GRID'S RESPONSE

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Health

Concerns regarding potential health effects associated with the transmission of electricity concerns are addressed in under 'General Health Concerns' in the section Health, Safety and Security above.

Property Value and Sales

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it cannot 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 property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the national policy document with which the final proposed connection will need to comply.

However, the effect of the Project upon the environment experienced by local residents is an important consideration and National Grid understands the concerns that local residents will have about the proposals. In accordance with National Grid's guidance on the siting and routing of infrastructure, the route options were chosen to avoid residential areas as far as possible. National Grid recognises that the visual impact of pylons may be an issue for many local communities and therefore the approach will be to maximise distance from properties where we can. We consider visual effects on properties as part of our assessment work.

More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment.

Throughout the design of the Project National Grid look to reduce the effects through routing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

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). National Grid works closely with any landowners on whose land our equipment is sited to negotiate compensation terms if this is appropriate.

National Grid recognises that there is a perception that our work could have a potential effect on property values. We will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible through the ongoing design and assessment work. National Grid does not provide compensation to cover any perceived reduction in house value.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Impact on Business/Tourism/Local Economy

- 14.6.3 Related to the socio-economic issues raised above, some respondents note that the proposals would adversely affect their farming and tourism businesses with some adding that they have already been operating in unfavourable conditions caused by the existing line .

“We are a tourism provider with caravans and camping facilities which already have to contend with the eyesore of the existing 400 kV line which at times of a damp atmosphere makes a considerable 'frying noise' which is very audible to our guests.”

- 14.6.4 Of those who comment on the specific route options, one respondent is worried that route option 1B would affect their farming activities as the proposed pylons would be placed in their fields and disrupt farming.

NATIONAL GRID'S RESPONSE

Business Survey

A business survey will be undertaken during 2016 that will seek to contact a number of businesses (based on a random selection of business types within Anglesey and Gwynedd). The intention will be to understand the type of businesses available in the area around the North Wales Connection Project and what concerns they may have, and investigate if effects are likely on the business in terms of employment, disruption to the business or effects on their supply chain. From this an understanding of the effects and consideration of potential suitable mitigation measures will be possible and reported as part of the Environmental Impact Assessment.

Tourism and Visitor Behaviour Survey

We will be undertaking a tourism survey as part of the socio-economic assessment. Part of this work will seek to clarify tourism / visitor numbers, which will feed into identification of locations for visitor questionnaires to be completed. The tourism survey will also consider effects on transient visitors (those who are passing through the area) and we shall be working with the landscape specialists to identify potential effects and consider mitigation measures as appropriate. The survey will include questions related to visitor behaviours and perceptions of the Project. This will be used to identify any potential changes in behaviour and perception that could have knock-on effects on the tourism sector on Anglesey and Gwynedd. This work forms part of the Environmental Impact Assessment and will be reported in the Environmental Statement that will accompany the application for a Development Consent Order.

Effect on Farming

National Grid understands that our activities inevitably affect the operations of farmers whose land we cross. National Grid has already begun discussions with potentially affected landowners to better understand the nature of their farming activities, and will seek to work with them so as to reduce any possible effects as far as practically possible. Examples might include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Site work will be completed within the shortest duration where possible and temporary accesses will be removed following completion. Financial payments are also made to those whose land National Grid's equipment crosses in order to compensate for disruption caused by our works.

A separate soils and agriculture section of the Environmental Impact Assessment will be undertaken and farmers with works potentially occurring on their land will be contacted separately by National Grid to discuss potential effects.

Back-checking and Review

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

14.7 Mitigation Measures

General

- 14.7.1 Respondents suggest mitigation measures that National Grid could employ to lessen the potential environmental and socio-economic impact of the proposed line. The most common request is for the proposed line to closely follow the existing line to avoid affecting currently unspoilt areas. One respondent adds that staying close to the existing line would also be the most cost-efficient option as it also goes the shortest distance. By contrast, some respondents argue that no measures would be able to offset the visual impact due to the flat nature of the landscape.

NATIONAL GRID'S RESPONSE**Routeing close to the existing line**

National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the impact upon the landscape of Anglesey as a whole. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

Cost

As the costs of National Grid's work are ultimately borne by electricity bill payers, the relative cost of all options is an important consideration when designing any new scheme. All other things being equal, a shorter more direct alignment would be preferred, both on cost grounds, but also due to the potentially reduced environmental and socio-economic effects that a shorter route would have. Consultation feedback and the results of detailed design and assessment work help to identify the merits of following one route over another in the specific circumstances of a local area.

Visual Impact

It is recognised it will not be possible to mitigate all the visual effects that the proposed overhead line will have on residents and visitors to the area. However, careful routeing, pylon choice and planting have all been shown to help reduce the effects of these types of schemes for visual receptors.

Anglesey is undulating with ridgelines and elevated areas which were considered, in line with the Holford Rules, during the routeing of the existing overhead line in the 1960s. Part of the decision to consider options parallel to the existing overhead line was to try and reduce the spread of the effects, but also that the existing line had been well routed within the landscape.

Pylon choice will also be considered, taking account of technical aspects alongside how the varying pylon types perform in terms of landscape and visual receptors and how they relate to the existing overhead line. These considerations will feed into the overall decision on pylon choice for the Project.

Planting will be undertaken to mitigate for direct tree and hedgerow loss due to the Project, and will also be considered in terms of filtering or screening views for the benefit for visual receptors. Planting close to the proposals will not screen pylons themselves but can be undertaken in locations remote to the proposed overhead line to try and maximise its effects. The closer planting can be undertaken to a receptor the more effective that planting will be in filtering views.

Socio-economic Mitigation Measures

- 14.7.2 With regards to the socio-economic impact, some ask for the line to avoid specific settlements (Llanfechell) or properties. Others simply call for the impact on residents along the route to be kept to a minimum. Related to this, one respondent asks National Grid to buy their property if the proposed route goes near their house.

NATIONAL GRID'S RESPONSE**Impacts on Communities**

The effect of our equipment upon residents and communities is an important consideration for National Grid when we consider any new development proposal. In accordance with National Grid's guidance on the siting and routeing of infrastructure, the route options were chosen to avoid residential areas as far as possible. However, this needs to be balanced against wider landscape, visual and other environmental considerations.

National Grid will assess the specific effects that residents might experience along the whole of the route, including communities such as Llanfechell. We will also look for ways that these effects could be reduced, for example by considering the specific locations of any new pylon or planting new trees and hedgerows. Any such planting will be undertaken in conjunction with landowners.

Impact on Individual Land Holdings/Property

We are still refining our proposals and undertaking further work to inform which route option is most suitable. As such, it is hard to say what effect the Project will have on individual land holdings. No final decisions have yet been made and we will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. If we do need to cross privately owned land, regulations detail when compensation is payable. Compensation will be paid to landowners who have land which a connection passes over or where they have our equipment on their land. National Grid will be seeking voluntary agreements with any affected landowners.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Environmental Mitigation Measures

- 14.7.3 Environment specific mitigation measures requested by respondents include avoiding tree felling around Brynddu and Carroeg and preservation of the woodland and scrub in Wygyr Valley to be taken into consideration.

NATIONAL GRID'S RESPONSE

All reasonable efforts will be made during the ongoing design and assessment work to reduce effects on trees and areas of woodland where possible. Where these cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process.

15 FEEDBACK RECEIVED ON ROUTE SECTION 2

15.1 Introduction

- 15.1.1 Route Section 2 starts at Rhosgoch and runs to Llandyfyrdog, passing Rhosybol and Capel Parc. This section contains Llyn Alaw reservoir south-west of Rhosybol, the Anglesey Area of Outstanding Natural Beauty (AONB) lies to the east, and a number of scheduled monuments and listed buildings. Wind turbines are scattered throughout this area.
- 15.1.2 There are four route options proposed in this section of the route: 2A, 2B, 2C and 2D. Please refer to the map for this section of the route on the next page.

15.2 General Comments

Overhead Lines / Underground

- 15.2.1 The possible cumulative impacts of a new line combined with existing overhead lines is of concern for a number of respondents – either with reference to a specific route option in Section 2, or generally for the whole section. This includes one respondent expressing disappointment that lines further away from the existing line have not been suggested by National Grid. The specific cumulative impacts mentioned by respondents tend to focus on landscape, socio-economic, health and noise issues. These issues are discussed in detail below.
- 15.2.2 A few respondents express general opposition to overhead lines in this section of the route (without reference to cumulative impact), or anywhere on Anglesey. Several respondents would like the route to be undergrounded in this section.

“Given the open landscape of this section of line the visual impact for the area will be significant, given the area relies on its natural beauty for tourism, I would strongly ask National Grid to re-consider an underground solution even if only for this section.”

NATIONAL GRID’S RESPONSE

Cumulative Impact

National Grid understands the concerns that local residents have about the proposals. National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the impact upon the landscape of Anglesey as a whole. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work. Any final application for consent, whether that is for an overhead line or underground cable, will need to demonstrate that the design appropriately balances environmental, socio-economic, cost and technical considerations, including effects upon local

residents.

For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015). The cumulative landscape and visual effects will be fully considered in the Environmental Impact Assessment.

Alternative Routes

National Grid welcomes comments concerning alternative routes and the significance of the effects that might be experienced by local residents and businesses. These will be considered as part of the ongoing design and assessment work and where considered appropriate, routes may be amended so as to further reduce these potential effects. Any such amendments will be presented for further public review and comment during the next period of consultation.

Undergrounding

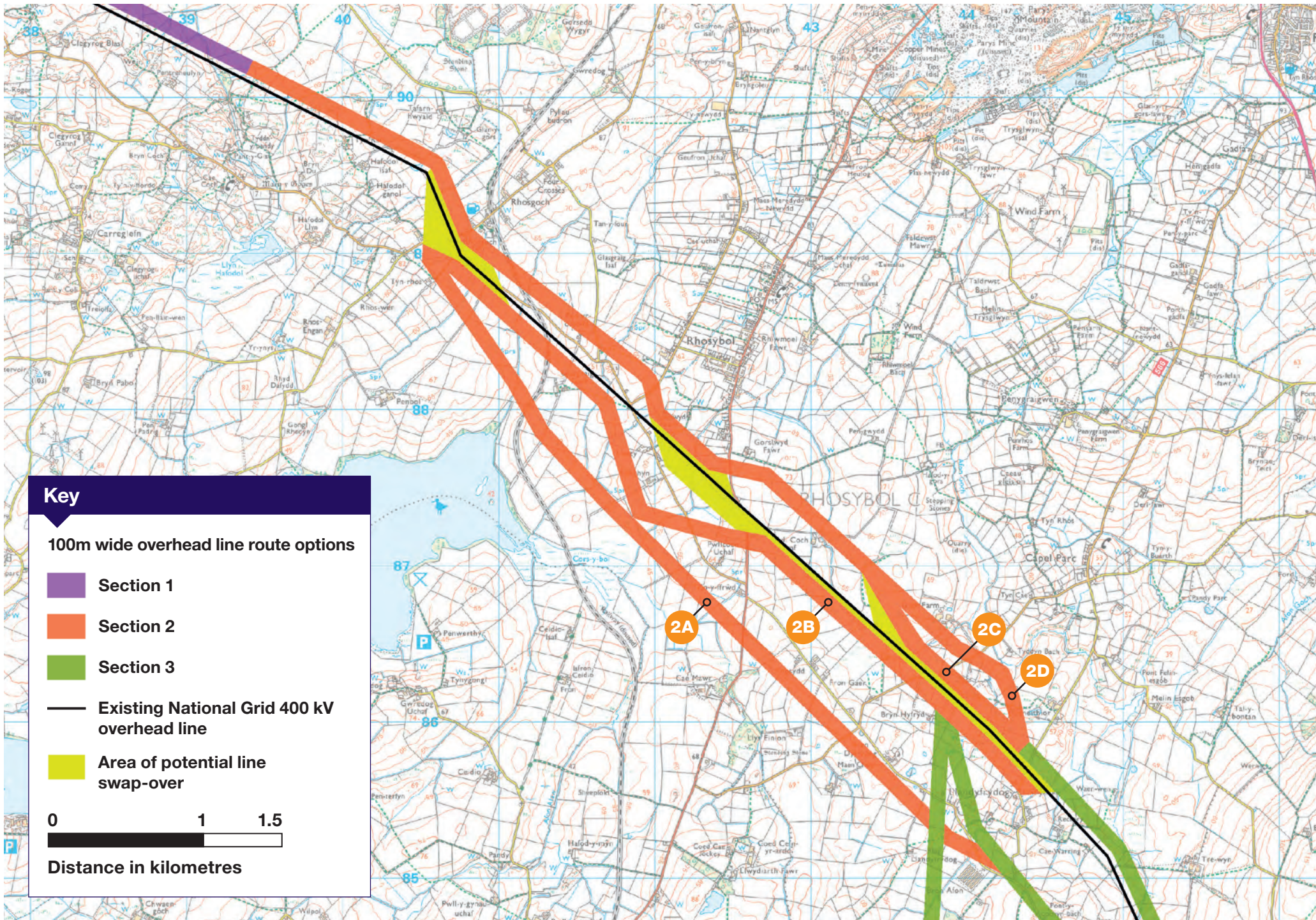
When designing new routes National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new routes should use overhead lines or underground or subsea cables, either throughout or in part. Ultimately, it is the Secretary of State for Energy and Climate Change who decides whether or not our proposals achieve this balance and should be granted consent.

Although it is recognised that undergrounding would reduce the visual effect of the Project, National Grid has made the decision to progress with an overhead line (save in respect of the Menai Strait) because it was considered this would best achieve an appropriate balance between National Grid's technical, economic, amenity and environmental obligations. The Strategic Options Report (January 2015) contains further information on this decision.

The decision to underground at the Menai Strait and Anglesey Area of Outstanding Natural Beauty (AONB) reflects the importance of this area to local people, businesses and tourists. This area is subject to an important statutory designation which carries significant weight and which we must give due consideration to when making decisions on which route to take forward.

Planning policies and National Grid's statutory duties count against the use of an additional overhead line in at the Menai Strait and Anglesey AONB. As a result National Grid is developing alternative proposals involving the use of underground technologies so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 consultation. National Grid has a duty to keep any impacts as low as possible on important considerations such landscape and views, communities, tourism and heritage.

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.



Key

100m wide overhead line route options

 Section 1

 Section 2

 Section 3

 Existing National Grid 400 kV overhead line

 Area of potential line swap-over

0 1 1.5

Distance in kilometres

Support and Opposition

- 15.2.3 Some respondents express explicit opposition to one or more specific route option in this section, with the number of objections being fairly balanced across all four route options. Objections to route **option 2A** tend to focus on environmental concerns – in particular biodiversity, wildlife and landscape impacts. Objections to the other three options do include similar concerns, but also focus on socio-economic, health, safety and noise issues. All of these issues are described more fully below.
- 15.2.4 Many respondents express a preference for a specific route option or options – these comments tend to focus on route **options 2A, 2B and 2C**, with fewer respondents saying they prefer **2D**. Those who express a preference for route **option 2A** tend to say that this option would have less of a socio-economic impact compared to other options, or that the visual impact would be better mitigated because it would be better screened by the landscape. Respondents expressing preference for route **options 2B or 2C**, and in some cases route **option 2D**, often focus on the fact that these options follow the existing line and would have less additional impact (although one respondent says they prefer route **option 2A** because it is furthest from the existing line).
- 15.2.5 In a number of cases, respondents present caveats to their preferences, for example identifying a specific route option as a second choice after an underground or undersea line or another route option in this section.
- “Of your proposed options, if overhead cables were the only solution (which I know is not the case) my view is that staying as close as possible to the existing pylons would be best, including 2C.”*
- 15.2.6 One respondent asks that their specific routeing suggestion be considered, which would connect route options 2C or 2B to options 3A or 3B well away from Bryn Goleu Caravan Park.
- 15.2.7 A few respondents make other specific comments about this section, including:
- Route options 2A or 2B would make a connection to 3A easier.
 - There are potentially eight or nine angle towers on route options 2C and 2D, which goes against Holford Rules.

NATIONAL GRID’S RESPONSE

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Whilst important, the decision on which route option to progress cannot be made solely based on the opinions of local residents. When designing new routes National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations

National Grid takes great care to identify all sites and features that might affect the routeing of a new connection, including consulting the latest maps and aerial photography, and viewing land from publicly accessible viewpoints. One of the reasons for consulting communities, landowners and interested organisations is to confirm the completeness of this information and to identify any additional issues that need to be considered. We therefore welcome any

information, which will feed into the final design proposal and help ensure the accuracy of predicted effects.

Undergrounding

National Grid's response in relation to the subtheme 'Overhead Lines / Underground', set out above, addresses the comments made in relation to undergrounding the proposed connection.

15.3 Engineering, Design and Construction

Impact of Construction

15.3.1 One respondent says that they think the ground in Section 2 is too wet to work on. Others comment that pylon construction would disrupt their farming businesses, specifically:

- Route **option 2C** would place a second pylon in the respondent's 8-acre field, requiring them to find alternative grazing for two or three years during construction and taking into account recovery time.
- Route options 2C or 2D would disrupt farming at the respondent's property, where recovery time following previous pylon construction was 30 years.

NATIONAL GRID'S RESPONSE

National Grid understands that our activities inevitably affect the operations of farmers whose land we cross. National Grid has already begun discussions with potentially affected landowners to better understand the nature of their farming activities, and will seek to work with them so as to reduce any possible effects as far as practically possible. Examples might include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Site work will be completed within the shortest duration where possible and temporary accesses will be removed following completion. Financial payments are also made to those whose land National Grid's equipment crosses in order to compensate for disruption caused by our works.

Land use is an important consideration, which will be taken in to account through the in the Environmental Statement. A separate soils and agriculture section of the Environmental Impact Assessment will be undertaken and farmers with works potentially occurring on their land will be contacted separately by National Grid to discuss potential effects.

Access and Traffic/Transport

15.3.2 One respondent suggests access to route option 2A would be easier than for other options, as this area is open farmland and would have less impact on local farming.

NATIONAL GRID'S RESPONSE

The benefits and effects of potential construction access for the route options will feed into the ongoing design and assessment work, which will include effects on farming and other businesses. Access will also be considered as part of the Environmental Impact Assessment.

15.4 Environment

Impact on Biodiversity and Wildlife

- 15.4.1 Respondents expressing concern about potential biodiversity impacts tend to focus on the specific flora and fauna present at or around their property. Specifically, respondents mention:
- Woodlands at Cae Mawr and Llys Einion close to route option 2A and woodlands at Gaer Farm that would be crossed by option 2D.
 - Migrating and other birds, swans, bats, owls, newts and trees at one property in the vicinity of route options 2A and 2B.
 - Natural wildlife, a three-acre woodland (home to wildlife), bats and wetlands at two properties in the vicinity of route options 2C and 2D.
 - Bogs and related wildlife at a property somewhere within Section 2.
- 15.4.2 A small number of respondents refer to potential impacts on Llyn Alaw Site of Special Scientific Interest (SSSI) in relation to route options 2A and 2B.
- 15.4.3 One respondent comments that route option 2A is close to the reservoir edge (Llyn Alaw) but that there are no footpaths around the north-eastern edge so there would be no impact to visitors, while another states that route option 2C would have less impact on Llyn Alaw SSSI than other options.

NATIONAL GRID'S RESPONSE

Habitat and Protected Species Surveys

Habitat and protected species surveys (including wintering and breeding bird surveys and bat surveys) are being undertaken and will inform the ongoing design and assessment work. They will also aid consideration of appropriate mitigation measures where required. National Grid will continue to consult with and take advice from Natural Resources Wales to seek to reduce effects of the Project on protected species and habitats.

Woodland

All reasonable efforts will be made during the ongoing design and assessment work to reduce effects on woodland where possible. Where woodland cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process.

Designated Sites - Llyn Alaw

Where possible, all reasonable efforts will be made to reduce effects on designated sites such as the Llyn Alaw Site of Special Scientific Interest (SSSI). Where effects cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process. We will continue to consult with and take advice from Natural Resources Wales to seek to reduce any effects of the Project on designated sites.

Impact on Landscape and Views

- 15.4.4 Some respondents raise concerns about the potential impacts of a route in Section 2 on the local landscape. They believe that any route in this section would be an eyesore on the open landscape

in an area that relies on its natural beauty for tourism or, more commonly, that the line should follow the existing route rather than running through an unspoilt area.

“Adopting any route other than the line of existing pylons in section two would result in new transmission towers and cables running through currently unspoilt parts of Anglesey.”

15.4.5 Others raise specific concerns about the potential visual impact of a particular route option. Many of these comments focus on general visual impact or views from the respondent’s property, with some pointing out the potential for a cumulative visual impact with the existing line (particularly in reference to route options 2C and 2D). Respondents also make specific reference to:

- Views from the visitor area at Llyn Alaw (2A).
- Views to Snowdonia (2A, 2B).
- Views from Parys Mountain (2B, 2C, 2D).
- Views southeast from Rhosgoch to Bodafon Mountain (2C).
- 2B or 2C causing more visual impact than other options because they are at a higher elevation or would break the skyline more (with some emphasis on 2C being higher than 2B). One respondent specifically references the view west to Llyn Alaw from between Rhosybol and Rhosgoch.

15.4.6 A small number of respondents observe that steps have been taken to avoid surrounding some smaller scale settlements and villages such as Rhosgoch and Rhosybol.

15.4.7 Some respondents point out that certain route options would have less visual impact than others, namely:

- Route option 2A, because it is lowest lying, would sit behind and below the existing line and is slightly further away from the (unspecified) AONB.
- Route option 2B or 2C, because they follow the existing line.
- Route options 2C or 2D, because they would blend into the environment (if underground cables are not used).

NATIONAL GRID’S RESPONSE

Where possible, National Grid sought to keep the route options close to the existing line to reduce the spread of effects that an additional overhead line will have. For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

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. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

National Grid understands the concerns that local residents have about the proposals.

Potential visual effects on the local community are being considered as part of the ongoing design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A full Landscape and Visual Impact Assessment, including consideration of cumulative effects, will be undertaken as part of the Environmental Impact Assessment. Landscape and visual effects will be an important factor in determining the final route option and alignment.

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Impact on Cultural Heritage

- 15.4.8 The two respondents mentioning designated sites of historical significance in relation to Section 2 both point out the presence of listed buildings in Llandyfydog – including houses and a Grade I listed church.

NATIONAL GRID'S RESPONSE

National Grid is aware of the group of listed buildings at Llandyfydog and the settings of these and other heritage assets will be considered in the ongoing design and assessment work. All reasonable efforts will be made to ensure effects on cultural heritage assets are reduced where possible. Where effects on cultural heritage assets cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process. We will continue to consult with and take advice from Cadw and Gwynedd Archaeological Planning Service to seek to reduce any effects of the Project on heritage assets where possible.

Impact on Noise Levels

- 15.4.9 Respondents raising the issue of noise impacts focus their comments on route options 2C and 2D. These respondents point out the noise that overhead cables make, particularly on wet or windy days, with two expressing particular concern that route options 2C or 2D would lead to cumulative noise impact with an existing line near their properties.

NATIONAL GRID'S RESPONSE

Impact on Noise Levels

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 and when planning new infrastructure such as that proposed for the North Wales Connection Project we will endeavour to mitigate or even eliminate operational noise effects on our neighbours.

Deciding where and how to build new high voltage electricity lines and substations is a complex issue and we are very aware of the effect this infrastructure can have on local communities. We recognise that overhead transmission lines can produce audible noise when

in operation, typically heard as a crackle, a buzz or a hum. For new overhead lines, noise levels and the impact on residential properties are carefully considered. Legislation requires that we submit a detailed Environmental Impact Assessment, in the form of an Environmental Statement alongside the application for a Development Consent Order. The Environmental Statement will be a publically available document and will include the assessment of construction and operational noise and the likely effects on the environment, including local residents. The assessments will follow the methods set out in the appropriate British Standards and guidelines and will set appropriate conditions / requirements on any consent for the development.

Whilst it is not possible to entirely eliminate the effect of the wind on pylons and overhead lines, National Grid does aim to reduce the occurrence of wind noise through the selection of appropriate designs of pylon fixtures and fittings, this includes the requirement for all new designs of insulator to pass a wind tunnel test. Pylons are designed to ensure that any holes and orifices used during construction are not left open following construction and that any plates and labels are securely fixed.

Impact on Water Environment and Flooding

- 15.4.10 One respondent mentions the fact that one of the Llyn Alaw water sources rises in the fields around their farm and pollution is always an issue.

NATIONAL GRID'S RESPONSE

Llyn Alaw will be one of the principal water resource receptors addressed as part of the hydrology and flood risk section of the Environmental Impact Assessment. In conjunction with its nature conservation designations, the site will be subject to scrutiny in respect of contamination from any suspended, dissolved or particulate-bound materials/substances. Good practice mitigation and/or design mitigation will be implemented to provide the required level of protection during the construction and operational stages of the Project such that there will be no significant effect on the lake or its provision of water supply for human uses. Welsh Water and Natural Resources Wales will continue to be consulted as part of the Environmental Impact Assessment process.

15.5 Health, Safety and Security

General Health Concerns

- 15.5.1 A small number of respondents express general concern that additional overhead lines in the Section 2 area would double or treble exposure to electromagnetic fields, with one person referencing type 3 diabetes and possible links to Alzheimer's or dementia. One respondent comments that pylons located close to a local childcare business would cause parents to worry about their children's health.
- 15.5.2 Others make specific reference to route options 2C and 2D. They note the proximity of one or both of these route options to their property and raise associated concerns about the potential health impacts of electromagnetic fields, particularly cumulatively with the existing line.

NATIONAL GRID'S RESPONSE

Electric and Magnetic Fields (EMFs)

Electric and magnetic fields (EMFs) are produced wherever electricity is used, and there have been suggestions that exposure to these fields might be a cause of ill health. National Grid fully recognises people's concerns and the uncertain scientific position on this subject.

National Grid takes this issue very seriously and relies on authoritative and independent scientific organisations such as the World Health Organization (WHO), the Scientific Committee on Emerging and Newly Identified Health Risks (SCENIHR) and Public Health England (PHE have assumed overall responsibility for EMFs in the UK on behalf of all the public health boards, including Public Health Wales) to review the worldwide body of scientific evidence in EMFs and health. Summaries of the science can be found at www.emfs.info. We believe it is right that the decision on what is acceptable or not is made independently of National Grid.

Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to our approach. 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 decision-making process for an application for a Development Consent Order in National Policy Statement EN-5.

The WHO, PHE and SCENIHR have considered all of the scientific issues raised which relate to EMF and health, including evidence relating to the full range of possible health effects. Therefore the policies on EMFs which National Grid follows take into account of all issues both positive and negative to reach a conclusion on the science.

Our approach is to ensure that all of our assets comply with those policies, which are set by Government on the advice of their independent advisors. This ensures that health concerns are properly and adequately addressed. The evidence concerning compliance with these policies as specified in National Policy Statement EN-5, and including the numerical exposure guidelines, will be fully and publically documented in the Development Consent Order application.

Safety Considerations

- 15.5.3 A couple of respondents recall occasions where an overhead cable nearby collapsed, making particular reference to resulting safety concerns at their properties in the vicinity of route options 2C and 2D. Another respondent states that route option 2D would have a detrimental impact by limiting kite flying activities at their caravan site due to safety concerns.

NATIONAL GRID'S RESPONSE

Overhead line conductor and/or fittings failures are rare. 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. The effect of considerations such as this on tourism businesses are discussed below.

15.6 Socio-economic

Impact on Properties/ Communities

- 15.6.1 Many respondents discuss the potential impact of a route in Section 2 on local residents, properties or communities. These comments are predominantly focused either on any route option in this section generally or on route options 2C and 2D, but also include some comments on route options 2A and 2B.
- 15.6.2 For most of these respondents, the specific concern is about the proximity of a potential overhead line to their own property, and in some cases this includes reference to the cumulative impact with the existing overhead line. A few respondents talk about the potential detrimental impact on the wider population in relation to a specific option, options or Section 2 as a whole, including:
- Llandyfrydog (Section 2 overall).
 - There are more people generally along route option 2B therefore the impact would be greater.
 - There are more settlements and individual properties along route option 2C therefore the impact would be greater.
 - Rhosybol, Rhosgoch, Llandyfrydog, Hebron and Capel Coch are mentioned in relation to route option 2C.
 - Seven dwellings (not specified) and a caravan site are mentioned in relation to route options 2C and 2D.
 - Capel Parc and Rhosybol are mentioned in relation to options 2C and 2D.
- 15.6.3 Several respondents note that route option 2A would have less impact on local residents or specific properties compared to the other route options because it would:
- Affect fewer properties or people generally, including less impact on Bryn Goleu Caravan Park.
 - Avoid the populated areas of Rhosybol, Llandyfrydog, Hebron, Maenaddwyn and Capel Coch.
- “Route 2A goes close/near to the least amount of properties thus affects the least amount of people, is easier visibly to screen and overall is lower.”***
- 15.6.4 A few respondents say that route option 2B would have the least impact on properties or homes, including the village or Rhosybol. One person comments that route option 2C may have less impact on properties due to its proximity to the existing line.

- 15.6.5 Some respondents say they are concerned that an overhead line in this section would reduce the value of local properties and make them unsaleable – either generally or with specific reference to their own property. These comments are spread fairly evenly across references to an overhead line in this route section generally and reference to each individual route option (2A, 2B, 2C and 2D).
- 15.6.6 One respondent comments that route option 2B would stay close to the existing line and therefore have less impact on property values as house prices already reflect the existence of the current line.

NATIONAL GRID'S RESPONSE

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Proximity to Property

National Grid's consultation and appraisal process to date has allowed us to identify possible routes for an overhead line in this section of the corridor that would avoid encircling the smaller villages of Rhosgoch and Rhosybol. One option (Option 2A) has been presented for consultation that would result in overhead lines located either side of the smaller settlement of Llandyfydog. It is also recognised that all options in this section of the route could potentially surround isolated residential properties, the effects upon which will need to be carefully considered when selecting a possible route alignment, taking into account the feedback received.

More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment.

Cumulative Impact

National Grid understands the concerns that local residents have about the proposals. National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the impact upon the landscape of Anglesey as a whole. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased cumulative effects upon the views of those residents living closest to the line.

Property Value and Sales

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it cannot 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 property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the national policy document with which the final proposed connection will need to comply.

However, the effect of the Project upon the environment experienced by local residents is an important consideration and National Grid understands the concerns that local residents will have about the proposals. In accordance with National Grid's guidance on the siting and routing of infrastructure, the route options were chosen to avoid residential areas as far as possible. National Grid recognises that the visual impact of pylons may be an issue for many local communities and therefore the approach will be to maximise distance from properties where we can. We consider visual effects on properties as part of our assessment work.

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). National Grid works closely with any landowners on whose land our equipment is sited to negotiate compensation terms if this is appropriate.

National Grid recognises that there is a perception that our work could have a potential effect on property values. We will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible through the ongoing design and assessment work. National Grid does not provide compensation to cover any perceived reduction in house value.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Impact on Business/Tourism/Local Economy

- 15.6.7 Several respondents comment on the potential impacts of route options in Section 2 on local businesses and tourism. Some of these respondents do not reference a specific route option, but instead express concern about the impact of any potential route in this section on tourism or local businesses.

“Tourism is supposed to be of economic value on the island... [...] ...who would want to walk for miles surrounded by two overhead pylon routes.”

- 15.6.8 Other respondents mention possible impacts relating to specific route options, including:
- Farming businesses (one with reference to 2B and 2C; one with reference to all route options but particularly 2C and 2D; one with reference to 2D).
 - A child minding business with reference to route options 2A and 2B.
 - Llyn Alaw as a tourist destination relating to route option 2A.
 - Bryn Goleu Caravan Park, tourism and the local economy generally with reference to route options 2B, 2C, 2D.
- 15.6.9 Some respondents point out that specific route options would have less impact on business and tourism than others, specifically:
- 2A (and, according to one respondent, 2B) would have less impact on Bryn Goleu Caravan Park.
 - 2A would have less impact on farming businesses as it is in open farmland / open fields.

- 2A would not have as much impact on tourism at Llyn Alaw as some think, because it is not promoted as a fishing or visitor venue and seems to be shut off apart from summer visits.
- 2A and 2B would have less general impact on tourism and the local economy (with reference to local shops and employment).

NATIONAL GRID'S RESPONSE

The locations of tourist accommodation, attractions and rights of way have been identified and used within the option selection and assessment work to ensure that consideration is given to potential effect on tourism. More detailed survey work is planned to feed into the Environmental Impact Assessment process.

Business Survey

A business survey will be undertaken during 2016 that will seek to contact a number of businesses (based on a random selection of business types within Anglesey and Gwynedd). The intention will be to understand the type of businesses available in the area around the North Wales Connection Project and what concerns they may have, and investigate if effects are likely on the business in terms of employment, disruption to the business or effects on their supply chain. From this an understanding of the effects and consideration of potential suitable mitigation measures will be possible and reported as part of the Environmental Impact Assessment.

Tourism and Visitor Behaviour Survey

We will be undertaking a tourism survey as part of the socio-economic assessment. Part of this work will seek to clarify tourism/visitor numbers, which will feed into identification of locations for visitor questionnaires to be completed. The tourism survey will also consider effects on transient visitors (those who are passing through the area) and we shall be working with the landscape specialists to identify potential effects and consider mitigation measures as appropriate. The survey will include questions related to visitor behaviours and perceptions of the Project. This will be used to identify any potential changes in behaviour and perception that could have knock-on effects on the tourism sector on Anglesey and Gwynedd. This work forms part of the Environmental Impact Assessment and will be reported in the Environmental Statement that will accompany the application for a Development Consent Order.

Effect on Farming

National Grid understands that our activities inevitably affect the operations of farmers whose land we cross. National Grid has already begun discussions with potentially affected landowners to better understand the nature of their farming activities, and will seek to work with them so as to reduce any possible effects as far as practically possible. Examples might include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Site work will be completed within the shortest duration where possible and temporary accesses will be removed following completion. Financial payments are also made to those whose land National Grid's equipment crosses in order to compensate for disruption caused by our works.

Back-checking and Review

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

15.7 Mitigation Measures

General

- 15.7.1 The majority of respondents commenting on mitigation measures suggest that following the existing route would minimise additional visual impact, with some adding that this would also reduce costs and be the shortest option.

NATIONAL GRID'S RESPONSE

Follow the Existing Line

National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the effect upon the landscape of Anglesey as a whole. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

Cost

As the costs of National Grid's work are ultimately borne by electricity bill payers, cost is an important consideration when designing any new scheme. The relative costs of using buried cables at transmission voltages against the cost of an equivalent overhead line are particularly significant. All other things being equal, a shorter more direct alignment would be preferred, both on cost grounds, but also due to the potentially reduced environmental and socio-economic effects that a shorter route would have. Consultation feedback and the results of detailed design and assessment work help to identify the merits of following one route over another in the specific circumstances of a local area.

Socio-economic Mitigation Measures

- 15.7.2 One respondent asks that the impact on residents along the route be as little as possible. Another suggests taking the line further south away from Rhosgoch Village.

NATIONAL GRID'S RESPONSE

National Grid welcomes comments concerning alternative routes and the significance of the effects that might be experienced by local residents and businesses. These comments will be considered as part of the ongoing design and assessment work and, where considered appropriate, routes may be amended so as to further reduce these potential effects.

However National Grid recognises that there are several areas to the south of Rhosgoch that limit possible routes for any new overhead line. These include numerous scattered residential properties along the roads to Llanfechell and Llanddeusant, Llyn Alaw reservoir and the higher ground associated with the proposed Special Landscape Area of Mynydd Mechell.

Environmental Mitigation Measures

- 15.7.3 A small number of respondents mention screening as a way of reducing visual impact, referencing the topography of the landscape in Section 2. These respondents either say that route option 2A would be easier to screen as the landscape is lower lying, or that route options 2C and 2D would be harder to screen due to the height of the land and proximity to existing pylons.

NATIONAL GRID'S RESPONSE

Throughout the design of the Project, National Grid will look to reduce landscape and visual effects through routeing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. Planting close to the proposals will not screen pylons themselves but can be undertaken in locations remote to the proposed overhead line to try and maximise its effects. The closer planting can be undertaken to a receptor the more effective that planting will be in filtering views. Mitigation planting such as this will be undertaken in conjunction with landowners.

16 FEEDBACK RECEIVED ON ROUTE SECTION 3

16.1 Introduction

- 16.1.1 Section 3 runs from north of Llandyfrydog towards Talwrn. The closest villages to the route are Capel Coch, Llandyfrydog and Llanddyfnan. South east of Capel Coch is the Tre-Ysgawen Hall Country Hotel and Spa.
- 16.1.2 The Anglesey Area of Outstanding Natural Beauty (AONB) lies to the east. The section contains many scheduled monuments and listed buildings, and the Anglesey Fens Special Area of Conservation (SAC), which is an important area for plants and wildlife.
- 16.1.3 There are three proposed route options in this section: 3A, 3B and 3C. Please refer to the map for this section of the route on the next page.

16.2 General Comments

Overhead Lines/ Undergrounding

- 16.2.1 A number of respondents state their opposition to overhead lines in this section, either because they are concerned that the proposals may introduce overhead cables in currently unaffected areas (in case of **route option 3A**) or because they worry about a cumulative visual impact (in case of **route options 3B and 3C**).
- “A double run of overhead lines would have too high a visual impact in close proximity to the Mynydd Bodafon AONB and Anglesey Fens Nr. Capel Coch.”*
- 16.2.2 These views are often accompanied by requests for the proposed line to be undergrounded either in its entirety or at least in the Capel Coch area. One respondent notes that an underground connection would not harm the wildlife or protected species on the fens or deter from the area of outstanding natural beauty.

NATIONAL GRID'S RESPONSE

Proximity to the Existing Line and Cumulative Effect

National Grid understands the concerns that local residents have about the proposals. National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the impact upon the landscape of Anglesey as a whole. For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

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. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work. Any final application for consent, whether that is for an overhead line or underground cable, will need to demonstrate that the design appropriately balances environmental, socio-economic, cost and technical considerations, including effects upon local residents.

Undergrounding

When designing new routes 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. Ultimately, it is the Secretary of State for Energy and Climate Change who decides whether or not our proposals achieve this balance and should be granted consent.

Due to the scale of the construction activities associated with installing the multiple buried cables that would be needed, there would be a risk of significant damage being caused to important habitats and archaeological features along the route. These would be some of the important considerations, including effects upon local views from Capel Coch and the high cost differences, which will need to be balanced when deciding what the most appropriate solution is in this area.

Although it is recognised that undergrounding would reduce the visual effect of the Project, National Grid has made the decision to progress with an overhead line (save in respect of the Menai Strait) because it was considered this would best achieve an appropriate balance between National Grid's technical, economic, amenity and environmental obligations. The Strategic Options Report (January 2015) contains further information on this decision.

The decision to underground at the Menai Strait and Anglesey Area of Outstanding Natural Beauty (AONB) reflects the importance of this area to local people, businesses and tourists. This area is subject to an important statutory designation which carries significant weight and which we must give due consideration to when making decisions on which route to take forward.

Planning policies and National Grid's statutory duties count against the use of an additional overhead line in at the Menai Strait and Anglesey AONB. The decision to underground at the Menai Strait and Anglesey AONB takes on board the feedback received during the Stage 1 consultation. National Grid has a duty to keep any impacts as low as possible on important considerations such landscape and views, communities, tourism and heritage.

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

Support and Opposition

- 16.2.3 Route option 3A received the highest number of comments out of all options in this section and the views on it are fairly evenly split between those who prefer this option and those who oppose it.
- 16.2.4 Those who favour route option 3A point out that this area is less populated and farther away from the village of Capel Coch and the Anglesey Fens Cors Erddreiniog National Nature Reserve, thereby avoiding cumulative visual impact.
- “Route 3A should be used to keep the lines as far away from the fen, it also seems to pass over farmland and would reduce the impact of having 2 lines close together which is truly awful.”*
- 16.2.5 Conversely, other members of the public object to this option as its departure from the existing line would introduce overhead cables and pylons into new, currently unaffected, areas. Specific places mentioned in the light of those concerns are Llandyfrydog, Llannerch-y-medd and B5111. Coed Cymru adds that route option 3A would negatively affect ancient woodlands.
- “If this Option should be implemented, there will be two, separate pylon routes over this Section. This Option will affect nearly twice the number of people and cause serious disadvantage to people and land previously undisturbed.”*
- 16.2.6 Similar comments are made with regards to route option 3B. Its proximity to the existing line is seen by some as a positive factor because the area there is already exposed to pylons while others argue that adding another line would be detrimental to the residents who already have to live with one set of pylons. One respondent adds that a second line in this location (referring to both options 3B and 3C) would bring the overhead cables too close to the AONB.
- 16.2.7 Overall, there were more positive than negative comments on route option 3C. However, many of those who expressed positive comments qualified their support noting that they would prefer an underground connection. The reasons cited in support of this option are that it follows the existing line, avoids Cors Erddreiniog and is cost-effective.
- 16.2.8 Coed Cymru states their preference for option 3C but cautions that it may impact on hedgerows near Llandyfrydog.

NATIONAL GRID'S RESPONSE

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Whilst important, the decision on which route option to progress cannot be made solely based on the opinions of local residents. When designing new routes National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations

National Grid takes great care to identify all sites and features that might affect the routing of a new connection, including consulting the latest maps and aerial photography, and viewing land from publicly accessible viewpoints. One of the reasons for consulting communities, landowners and interested organisations is to confirm the completeness of this information and to identify any additional issues that need to be considered. We therefore welcome any

information, which will feed into the final design proposal and help ensure the accuracy of predicted effects.

Swap Over Areas

- 16.2.9 One business owner is concerned that the potential swap over area between route options 3B and 3C (in Section 3 of the proposed route) and route options 2B, 2C and 2D (in Section 2 of the proposed route) as well as the swap over area between route options 3B and 3C would affect their caravan park and urge other options to be considered.
- 16.2.10 Another business owner states their preference for a swap over from route option 3C to 3B north of Capel Coch to avoid the Anglesey Fens.

NATIONAL GRID'S RESPONSE

Where a new route, closely parallel to the existing overhead line, was able to be identified that could potentially avoid existing sites, features or properties, National Grid has presented this for consultation. National Grid welcomes the suggestion of alternative routes and swap over designs for the new line. Where alternative routes are suggested through feedback, we will consider the benefits and possible additional effects of these as part of the ongoing design and assessment work.

16.3 Engineering, Design and Construction

Impact of Construction

- 16.3.1 A few respondents express concerns about the potential disruption associated with the construction phase of the Project.
- 16.3.2 With regards to route option 3A, one farm owner is worried that not only would their grazing fields be disrupted but that the heavy machinery would cause long-lasting damage to the soil. Another respondent highlights the perceived risk to watercourse degradation of the Draenog River.

NATIONAL GRID'S RESPONSE

National Grid aims to reduce disruption where it is possible to do so. Where possible, this will be done through measures such as completing site work quickly, sensitively positioning temporary access roads to reduce disruption, considering the shortest access routes and by removing temporary accesses following completion.

A separate soils and agriculture section of the Environmental Impact Assessment will be undertaken and farmers with works potentially occurring on their land will be contacted separately by National Grid to discuss potential effects. This will include consideration of effects on the soil as a resource.

Identification of the most acceptable route option will involve an analysis of the risk to the hydrological environment from the construction, operational and decommissioning aspects of the Project. The Environmental Impact Assessment process will assess whether there will be any significant environmental effects on water quality, resources and flood risk. Where effects are identified they will need to be mitigated to an acceptable level. We anticipate, however,

that effects in respect of construction and maintenance activities will be largely controlled by the implementation of pollution prevention best practice guidelines as well as design-specific mitigation measures that are appropriate for the water courses in question.

Comments on Existing Infrastructure

- 16.3.3 One respondent notes that option 3A might affect the existing power supply that is in line with this route option.

NATIONAL GRID'S RESPONSE

National Grid takes great care to identify all features that might affect the routing of a new connection, including existing electricity lines in the area. The existence of any other infrastructure, including electricity lines, water conduits and gas pipelines, is taken into account and will be protected as necessary through the routing and construction, operational and decommissioning aspects of the Project.

Access and Traffic/Transport

- 16.3.4 One respondent supports option 3A as they feel it can be easily accessed from many roads. By contrast, another argues that due to its longer distance from the existing line, route option 3A would pose bigger technical and cost challenges.
- 16.3.5 One respondent believes there is easy access to option 3C.

NATIONAL GRID'S RESPONSE

The benefits and effects of potential construction access for the route options will feed into the ongoing design and assessment work, which will include effects on farming and other businesses. Access will also be considered as part of the Environmental Impact Assessment.

16.4 Environment

Impact on Biodiversity and Wildlife

- 16.4.1 Respondents highlight a perceived impact on the local biodiversity, especially in the vicinity of route option 3A, with regards to bats, voles, red squirrels and herons. Specific woodlands and wildlife habitats mentioned include Draenog River, Bodowen, Ysgoldy and Pant yr Gwredyn.
- 16.4.2 Notwithstanding their support for route option 3C, Coed Cymru notes that this route option may impact on three lines of hedgerow trees by the Rectory at Llandyfydog.
- 16.4.3 Respondents, including Cyngor Tref Beaumaris Town Council, request that the National Nature Reserve at Cors Erddreinion should be protected either by undergrounding the proposed line near Capel Coch, selecting option 3C or going subsea.

NATIONAL GRID'S RESPONSE

All reasonable efforts will be made during the ongoing design and assessment work to ensure effects on wildlife, woodland and hedgerows are reduced where possible. Where effects cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process.

Protected species surveys, including water vole, bats, red squirrel and ornithological surveys, will be used to inform the ongoing design and assessment work and aid consideration of appropriate mitigation measures where required. We will continue to consult with and take advice from Natural Resources Wales to seek to reduce any effects of the Project on protected species, habitats and sites such as Cors Erddreinog where possible.

Impact on Landscape and Views

- 16.4.4 Respondents are concerned that the proposed options would spoil the views of the countryside they currently enjoy. Some of those comments emphasise a perceived cumulative visual impact in areas the existing line passes through. Others worry that some of the options would bring National Grid's equipment in new areas which are currently not exposed to pylons.
- 16.4.5 With regards to route option 3A, respondents note that the local landscape is currently unaffected by pylons and worry that the proposed connection would have a negative visual effect on the villages of Bachau, Rhosmeirch and Tregaian, the caravan site at Bryn Hyfryd as well as small field patterns near Carrog Groes. One respondent adds that this route option would spoil the views of Capel Coch residents to the west, and another states that both route options 3A and 3B would affect the views from their holiday cottages.
- 16.4.6 Conversely, some members of the public argue that route option 3A would have less visual impact as this area is low-lying and provides better screening opportunities. Moreover, some point out that it would avoid Anglesey Fens and areas with a large number of residents such as Capel Coch.
- “Route 3A should be used to keep the lines as far away from the fen, it also seems to pass over farmland and would reduce the impact of having 2 lines close together which is truly awful. It also gets the new line away from Mynydd Bodafon an AONB.”*
- 16.4.7 With regards to route options 3B and 3C, most comments focus on the perceived visual impact on local properties and designated sites. Some add that Capel Coch's elevated position would make the proposed connection visible from a number of locations and would affect the views towards Snowdonia and the Anglesey SAC (Special Area of Conservation). Others note that route options 3B and 3C would affect the Mynydd Bodafon AONB and Anglesey Fens. To avoid this, one respondent calls for option 3C to be put underground while others suggest option 3A should be selected.

NATIONAL GRID'S RESPONSE

Consideration of Landscape and Visual Impacts

National Grid understands the concerns that local residents have about the proposals. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A full Landscape and Visual Impact Assessment, including consideration of cumulative effects, will be undertaken as part of the Environmental Impact Assessment. Landscape and visual effects will be an important factor in determining the final route option and alignment.

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Decision to route close to the existing overhead line

Where possible, National Grid sought to keep the route options close to the existing line to reduce the spread of effects that an additional overhead line will have. For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

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. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

Private Views

More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment.

Mitigation

Throughout the design of the Project National Grid look to reduce the effects through routing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

Designated Sites

All reasonable efforts will be made during the ongoing design and assessment work to reduce effects on designated sites such as Anglesey Special Area of Conservation (SAC) (where the Habitats Regulations tests are relevant) and Mynydd Bodafon Area of Outstanding Natural Beauty (AONB) where possible. Where impacts cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process.

The Anglesey AONB has been recognised as important and National Grid's decision to underground at the Menai Straits was influenced by this designation. Similarly, we decided to avoid the Anglesey SAC (where the Habitats Regulations tests are relevant) designation as much as possible in recognition of its importance. These decisions removed the need for new pylons within the designated areas. National Grid understand that some of the proposed options would be visible from areas within the SAC and AONB and more detailed assessment will be undertaken as part of the route selection process and in the Landscape and Visual Impact Assessment which will be undertaken as part of the Environmental Impact Assessment. Viewpoints will be considered in these areas to fully understand the effects and how these can be reduced.

Impact on Cultural Heritage

- 16.4.8 Respondents suggest that places of cultural and historical significance would be affected should the proposed connection go ahead in this section. Specific sites of concern include the St Caian's Church (route option 3A), the church of Llandyfrydog (route options 3A and 3B), the listed house Plas Tregayan (route option 3A), a listed windmill (option 3B), and two religious springs at the bridge at Clorach (route options 3B and 3C).

NATIONAL GRID'S RESPONSE

Effects on the settings of listed buildings will be considered in the ongoing design and assessment work and in the final route selection. This will include St Caian's Church, Plas Tregayan and the listed building in Llandyfrydog.

Any impacts on the Ffynnon Gybi and Ffynnon Seiriol wells at Clorach Bridge will be considered in the Environmental Impact Assessment, in conjunction with the hydrological assessment if needed. Any impacts resulting from direct disturbance or changes in the setting of assets will be assessed in the Environmental Impact Assessment.

In general, all reasonable efforts will made to ensure effects on cultural heritage assets are reduced where possible. Where effects on cultural heritage assets cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process. We will continue to consult with and take advice from Cadw and Gwynedd Archaeological Planning Service to seek to reduce any effects of the Project on heritage assets where possible.

Impact on Noise Levels

- 16.4.9 Several respondents are concerned about the noise associated with the proposed pylons in this section, adding that the noise pollution from overhead lines is particularly strong during windy weather.

“The pylons are not only unsightly but during high winds they are noisy.”

NATIONAL GRID'S RESPONSE

Impact on Noise Levels

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 and when planning new infrastructure such as that proposed for the North Wales Connection Project we will endeavour to mitigate or even eliminate operational noise impacts on our neighbours.

Deciding where and how to build new high voltage electricity lines and substations is a complex issue and we are very aware of the effect this infrastructure can have on local communities. We recognise that overhead transmission lines can produce audible noise when in operation, typically heard as a crackle, a buzz or a hum. For new overhead lines, noise levels and the effect on residential properties are carefully considered. Legislation requires that we submit a detailed Environmental Impact Assessment, in the form of an Environmental Statement alongside our application for a Development Consent Order. The Environmental Statement will be a publically available document and will include the assessment of construction and operational noise and the likely effects on the environment, including local residents. The assessments will follow the methods set out in the appropriate British Standards and guidelines and will set appropriate conditions / requirements on any consent for development.

Whilst it is not possible to entirely eliminate the effect of the wind on pylons and overhead lines, National Grid does aim to reduce the occurrence of wind noise through the selection of appropriate designs of pylon fixtures and fittings, this includes the requirement for all new designs of insulator to pass a wind tunnel test. Pylons are designed to ensure that any holes and orifices used during construction are not left open following construction and that any plates and labels are securely fixed.

Impact on Water Environment and Flooding

- 16.4.10 One respondent is concerned that the construction and maintenance requirements of the proposed connection in this section would result in degradation of the Draenog River, which as a tributary of the Cefni Lake could affect an important water supply for parts of Anglesey.

NATIONAL GRID'S RESPONSE

Cefni Lake and the Draenog River will be water resource receptors addressed as part of the hydrology and flood risk section of the Environmental Impact Assessment. These receptors will be subject to scrutiny in respect of contamination from any suspended, dissolved or particulate-bound materials/substances. Good practice mitigation and/or design mitigation will be implemented to provide the required level of protection during the construction and operational stages of the Project such that there will be no significant effect on the water resources and their provision of water supply for human uses. Welsh Water and Natural Resources Wales will continue to be consulted as part of the Environmental Impact Assessment process.

16.5 Health, Safety and Security

General Health Concerns

- 16.5.1 Respondents express concerns about the perceived health risks of high voltage cables and the potential connection between electromagnetic fields and cancer.

“Most importantly the health of my children and ourselves are put at risk living in close proximity to a pylon - research can not 100% say there is no risks of living next to a pylon. Some research and surveys have found an increase in child leukaemia living next to pylons.”

NATIONAL GRID’S RESPONSE

Electric and Magnetic Fields (EMFs)

Electric and magnetic fields (EMFs) are produced wherever electricity is used, and there have been suggestions that exposure to these fields might be a cause of ill health. National Grid fully recognises people’s concerns and the uncertain scientific position on this subject.

National Grid takes this issue very seriously and relies on authoritative and independent scientific organisations such as the World Health Organization (WHO), the Scientific Committee on Emerging and Newly Identified Health Risks (SCENIHR) and Public Health England (PHE have assumed overall responsibility for EMFs in the UK on behalf of all the public health boards, including Public Health Wales) to review the worldwide body of scientific evidence in EMFs and health. Summaries of the science can be found at www.emfs.info. We believe it is right that the decision on what is acceptable or not is made independently of National Grid.

Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to our approach. 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 decision-making process for an application for a Development Consent Order in National Policy Statement EN-5.

The WHO, PHE and SCENIHR have considered all of the scientific issues raised which relate to EMF and health, including evidence relating to the full range of possible health effects. Therefore the policies on EMFs which National Grid follows take into account of all issues both positive and negative to reach a conclusion on the science.

Our approach is to ensure that all of our assets comply with those policies, which are set by Government on the advice of their independent advisors. This ensures that health concerns are properly and adequately addressed. The evidence concerning compliance with these policies as specified in National Policy Statement EN-5, and including the numerical exposure guidelines, will be fully and publically documented in the Development Consent Order application.

Impact on Aviation

- 16.5.2 One respondent notes that the area marked as route option 3A is a direct flight path for RAF pilots and owing to this, permission for windmills there has been refused in the past.

NATIONAL GRID'S RESPONSE

Consultation feedback such as this helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work. We welcome any information, which will feed into the final design proposal and help ensure the accuracy of predicted effects.

National Grid has engaged in discussions with the Defence Infrastructure Organisation within the Ministry of Defence regarding their concerns that route option 3A could impact flight operations at RAF Mona and acknowledges that standard height pylons would need to be avoided for parts of route option 3A to address these concerns. Further detailed design work would be undertaken to confirm specific requirements if this route option were to be taken forward.

16.6 Socio-economic

Impact on Properties/ Communities

- 16.6.1 Respondents raise concerns about siting National Grid's equipment in close proximity to residential properties and the potential for this to affect property prices. Some add that the depreciation of property values would be particularly strong in areas with two overhead connections. This is disputed by one member of the public who argues that property prices in those parts of the proposed route (notably route option 3C) are already affected owing to the presence of an overhead line since 1960s.
- 16.6.2 Specific villages that respondents refer to within these comments include Hebron, Maenaddwyn, Llandyfrydog, Tregaian and Capel Coch.
- 16.6.3 Views on route option 3A are divided. While many respondents argue that by introducing equipment in new areas, the Project would affect more people than it currently does, others state that this part of the proposed route is less populated and consists largely of farmland.
- 16.6.4 With regards to route option 3B and 3C, respondents raise concerns that the proposed line would be closer to their properties than the existing line which would have a negative effect on their quality of life.

NATIONAL GRID'S RESPONSE

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Proximity to Property

It is recognised that all options in this section of the route could potentially surround isolated

residential properties, the effects upon which will need to be carefully considered when selecting a possible route alignment, taking into account the feedback received.

More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment.

Property Value and Sales

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it cannot 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 property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the national policy document with which the final proposed connection will need to comply.

However, the effect of the Project upon the environment experienced by local residents is an important consideration and National Grid understands the concerns that local residents will have about the proposals. In accordance with National Grid's guidance on the siting and routing of infrastructure, the route options were chosen to avoid residential areas as far as possible. National Grid recognises that the visual impact of pylons may be an issue for many local communities and therefore the approach will be to maximise distance from properties where we can. We consider visual effects on properties as part of our assessment work.

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). National Grid works closely with any landowners on whose land our equipment is sited to negotiate compensation terms if this is appropriate.

National Grid recognises that there is a perception that our work could have a potential effect on property values. We will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible through the ongoing design and assessment work. National Grid does not provide compensation to cover any perceived reduction in house value.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Impact on Business/Tourism/Local Economy

- 16.6.5 Respondents raise concerns that the proposals would have detrimental impact on the local tourism industry by spoiling views from holiday rentals and roads that are popular with tourists or on farming activities by affecting farmland.
- 16.6.6 Specific places mentioned are a local caravan park, B&B business, B511 road and a gamebird shoot business on a local estate. Most of those concerns are raised in reference to route options 3B and 3A with option 3A being slightly more frequently mentioned.

NATIONAL GRID'S RESPONSE

The locations of tourist accommodation, attractions and rights of way have been identified and used within the option appraisal work to ensure that consideration is given to potential effect on tourism. More detailed survey work is planned to feed into the Environmental Impact Assessment process.

Business Survey

A business survey will be undertaken during 2016 that will seek to contact a number of businesses (based on a random selection of business types within Anglesey and Gwynedd). The intention will be to understand the type of businesses available in the area around the North Wales Connection Project and what concerns they may have, and investigate if effects are likely on the business in terms of employment, disruption to the business or effects on their supply chain. From this an understanding of the effects and consideration of potential suitable mitigation measures will be possible and reported as part of the Environmental Impact Assessment.

Tourism and Visitor Behaviour Survey

We will be undertaking a tourism survey as part of the socio-economic assessment. Part of this work will seek to clarify tourism/visitor numbers, which will feed into identification of locations for visitor questionnaires to be completed. The tourism survey will also consider effects on transient visitors (those who are passing through the area) and we shall be working with the landscape specialists to identify potential effects and consider mitigation measures as appropriate. The survey will include questions related to visitor behaviours and perceptions of the Project. This will be used to identify any potential changes in behaviour and perception that could have knock-on effects on the tourism sector on Anglesey and Gwynedd. This work forms part of the Environmental Impact Assessment and will be reported in the Environmental Statement that will accompany the application for a Development Consent Order.

Effect on Farming

National Grid understands that our activities inevitably affect the operations of farmers whose land we cross. National Grid has already begun discussions with potentially affected landowners to better understand the nature of their farming activities, and will seek to work with them so as to reduce any possible effects as far as practically possible. Examples might include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Site work will be completed within the shortest duration where possible and temporary accesses will be removed following completion. Financial payments are also made to those whose land National Grid's equipment crosses in order to compensate for disruption caused by our works.

Back-checking and Review

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

16.7 Mitigation Measures

General

- 16.7.1 The most frequently suggested mitigation measure is for the proposed line to closely follow the existing line, thereby minimising the perceived additional visual and socio-economic impact. Some also suggest that this would be the most cost-efficient approach, not least because it would go the shortest distance.
- 16.7.2 To avoid impacting on local residents, landscape and cultural heritage, one respondent suggests alternative routes for the proposed line. These include keeping the proposed line adjacent to the existing one in Capel Coch or alternatively going through the Tregaian lands.

NATIONAL GRID'S RESPONSE

Follow the Existing Line

National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the effect upon the landscape of Anglesey as a whole. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

National Grid welcomes the suggestion of alternative routes for the new line. Where alternative routes are suggested through feedback, we will consider the benefits and possible additional effects of these as part of the ongoing design and assessment work.

Cost

As the costs of National Grid's work are ultimately borne by electricity bill payers, cost is an important consideration when designing any new scheme. The relative costs of using buried cables at transmission voltages against the cost of an equivalent overhead line are particularly significant. All other things being equal, a shorter more direct alignment would be preferred, both on cost grounds, but also due to the potentially reduced environmental and socio-economic effects that a shorter route would have. Consultation feedback and the results of detailed design and assessment work help to identify the merits of following one route over another in the specific circumstances of a local area.

Socio-economic Mitigation Measures

- 16.7.3 Respondents request that residential properties should be avoided due to concerns over potential impacts on health, views and property values. Some add that people, not wildlife, should be National Grid's main priority.

“Please consider us before marshland, standing stones and newts and (...) and keep the power lines as far from our properties as possible”

NATIONAL GRID'S RESPONSE

The opinion of local residents is important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work. Any final application for consent will need to demonstrate that the design appropriately balances environmental, socio-economic, cost and technical considerations, including effects upon local residents.

Further information is provided under the themes above in relation to potential effects on health, views and property values.

Throughout the design of the Project National Grid look to reduce the effects through routeing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

Environmental Mitigation Measures

- 16.7.4 A few respondents ask National Grid to avoid any impact on Anglesey Fens and woodlands surrounding Tre-Ysgawen and Tregaian.

NATIONAL GRID'S RESPONSE

All reasonable efforts will be made during the ongoing design and assessment work to reduce effects on woodland and designated sites where possible. Where specific habitats or sites cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process.

We will continue to consult with and take advice from Natural Resources Wales to seek to reduce any effects of the Project on protected species, habitats and sites such as the Anglesey Fens where possible.

17 FEEDBACK RECEIVED ON ROUTE SECTION 4

17.1 Introduction

- 17.1.1 This section follows the existing line between Talwrn in the east and Llangefni in the west and runs down to the west of Star. There are two route options in this section: 4A and 4B. Please refer to the map for this section of the route on the next page.
- 17.1.2 This section of the route is home to the Gylched Covert wildlife site and the Caeau Talwrn Site of Special Scientific Interest (SSSI). At Hendre Hywel, there is a Grade II listed building close to the existing overhead line and the Hirdre-Faig standing stone is southeast of Llangefni.
- 17.1.3 There are several wildlife sites in this section in addition to the Caeau Talwrn SSSI. Many of these sites form part of the wider Anglesey Fens Special Area of Conservation (SAC).

17.2 General Comments

Overhead Lines/Undergrounding

- 17.2.1 Some respondents express opposition to overhead lines in this section at all, arguing that the connection should be made subsea rather than across land. The cumulative impact of overhead lines is highlighted as a concern in this area both generally and in relation to route option 4A which is perceived to have a greater impact on historic properties.
- 17.2.2 In light of those concerns, respondents, including the Cyngor Tref Beaumaris Town Council, call for the line to be undergrounded in this section of the route.

NATIONAL GRID'S RESPONSE

Cumulative Effect

National Grid understands the concerns that local residents have about the proposals. National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the impact upon the landscape of Anglesey as a whole. For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work. Any final application for consent, whether that is for an overhead line or underground cable, will need to demonstrate that the design appropriately balances environmental, socio-economic, cost and technical considerations, including effects upon local residents.

Undergrounding

When designing new routes we are required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations, including whether new

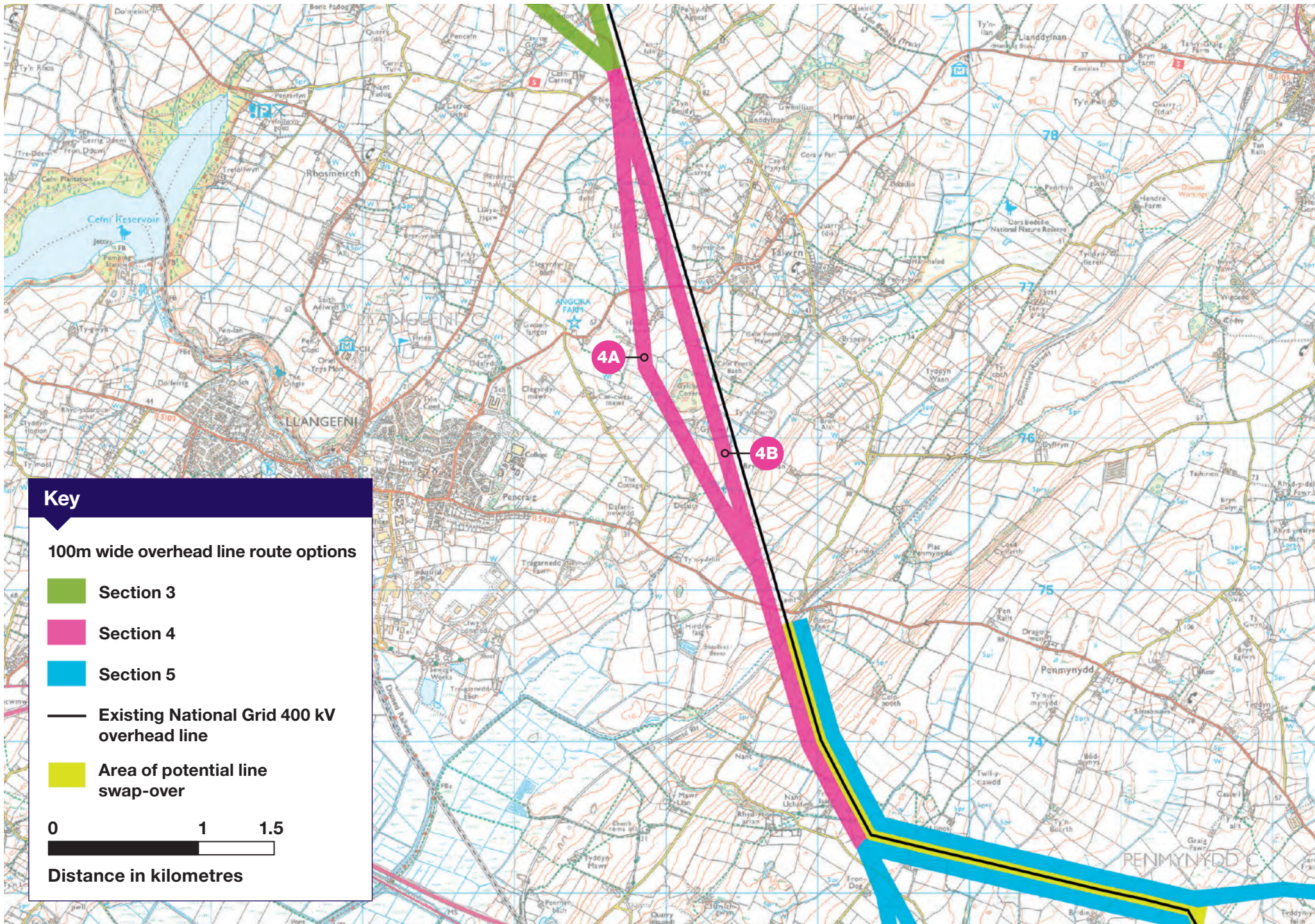
routes should use overhead lines or underground or subsea cables, either throughout or in part.

Although it is recognised that undergrounding the route would reduce the visual effect of the Project, National Grid has made the decision to progress with an overhead line (save in respect of the Menai Strait) because it was considered this would best achieve an appropriate balance between National Grid's technical, economic, amenity and environmental obligations. The Strategic Options Report (January 2015) contains further information on this decision, as well as explaining why subsea was not taken forward.

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses. Ultimately, it's the Secretary of State for Energy and Climate Change who decides whether or not our proposals achieve this balance and should be granted consent.

Support and Opposition

- 17.2.3 Of those respondents who explicitly express 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 route is that it is seen to follow the existing line more closely, thereby minimising the visual additional impact of a new line.
- 17.2.4 Respondents also state simply that route option 4B will have less impact or express support for this option without giving further explanation.
- 17.2.5 Some express more qualified support for route option 4B, in particular noting its proximity to two historic properties already affected by power lines, Hendre Hywel and Ysgubor Hen. A few also note the potential impact of this option on the Gylched Covert woodland and feel this should be avoided or mitigated as far as possible.
- 17.2.6 Respondents also express specific support for route option 4A, with the principal reason cited being that it would avoid the potential impacts on woodland associated with route option 4B. Other reasons given for supporting this option are that it is less populated, as well as that being further from the existing line will reduce the cumulative visual impact of the "pylonscape". Those who attach a caveat to their support for this route option state that they prefer it if it means avoiding loss of woodland and that they would prefer the line to be underground or undersea.
- 17.2.7 Conversely, some respondents explicitly oppose route option 4A because of its perceived proximity to properties and businesses.



NATIONAL GRID'S RESPONSE

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Whilst important, the decision on which route option to progress cannot be made solely based on the opinions of local residents. When designing new routes National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations

National Grid takes great care to identify all sites and features that might affect the routing of a new connection, including areas of woodland and viewing land from publicly accessible viewpoints. One of the reasons for consulting communities, landowners and interested organisations is to confirm the completeness of this information and to identify any additional issues that need to be considered. We therefore welcome any information, which will feed into the final design proposal and help ensure the accuracy of predicted effects.

Undergrounding

National Grid's response in relation to the subtheme 'Overhead Lines / Undergrounding', set out above, addresses the comments made in relation to undergrounding the proposed connection.

17.3 Engineering, Design and Construction

- 17.3.1 No consultation feedback was received from the public and non-technical stakeholders in relation to Section 4 of the route options and the theme 'Engineering, design and construction'.

17.4 Environment

Impact on Biodiversity and Wildlife

- 17.4.1 Concerns about biodiversity in this section relate to the potential impact of both route options - particularly route option 4B - on the woodland of Gylched Covert (see above). Woodlands on either side of the Afon Ceint River, as well as a small woodland south of Gylched are also highlighted as being potentially affected. Concern is also expressed about the potential impact on Malltraeth Marsh Nature Reserve within this section.
- 17.4.2 Some respondents express support for route option 4A on the grounds that they believe it would minimise or avoid this impact, while others dispute this, claiming that route option 4A would also have a negative impact on woodland.

NATIONAL GRID'S RESPONSE

All reasonable efforts will be made during the ongoing design and assessment work to reduce effects on woodland and designated sites where possible. Habitat and protected species surveys will be used to inform the design of the route, the Environmental Impact Assessment and consideration of appropriate mitigation measures where required. National Grid recognises the concerns raised regarding Gylched Covert. Where effects on woodland cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process.

We will continue to consult with and take advice from Natural Resources Wales to seek to reduce any effects of the Project on protected species and habitats where possible.

At its nearest point the new line would be around three kilometres from the boundary of the RSPB Reserve at Malltraeth Marsh. National Grid understands that some of the proposed options would be visible from areas within Malltraeth Marsh. An assessment of potential landscape and visual effects of the Project will be undertaken as part of the Environmental Impact Assessment. Views and the experience of visitors from the designation are not protected by wildlife legislation and therefore not dealt with through consideration of nature conservation. Viewpoints will be considered in this area to fully understand the effects and how these can be reduced.

Impact on Landscape and Views

- 17.4.3 As with other sections of the proposed route, the primary environmental concern cited in relation to Section 4 generally is the potential visual impact of pylons on the landscape.
- 17.4.4 As mentioned above, a number of respondents express a preference for route option 4B on the grounds that it will run closer to the existing line and thereby minimise the impact on the environment.

NATIONAL GRID'S RESPONSE

Consideration of Landscape and Visual Impacts

National Grid understands the concerns that local residents have about the proposals. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A full Landscape and Visual Impact Assessment, including consideration of cumulative effects, will be undertaken as part of the Environmental Impact Assessment. Landscape and visual effects will be an important factor in determining the final route option and alignment.

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Private Views

More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment.

Mitigation

Throughout the design of the Project National Grid look to reduce the effects through routing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

Decision to route close to the existing overhead line

Where possible, National Grid sought to keep the route options close to the existing line to reduce the spread of effects that an additional overhead line will have. For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

Impact on Cultural Heritage

- 17.4.5 Respondents highlight sites of cultural and historic importance which they feel may potentially be affected. These include the historic properties of Hendre Hywel and Ysgubor Hen (the former of which is a Grade II listed building).

NATIONAL GRID'S RESPONSE

Effects on heritage assets, including monuments, and the settings of listed buildings will be considered in the ongoing design and assessment work. This will include the listed building of Hendre Hywel and sites identified by Cadw and GAPS.

All reasonable efforts will be made to ensure effects on cultural heritage assets are reduced where possible. Where effects on cultural heritage assets cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process. We will continue to consult with and take advice from Cadw and Gwynedd Archaeological Planning Service to seek to reduce any effects of the Project on heritage assets where possible.

Impact on Noise Levels

- 17.4.6 There are a small number of comments expressing concern about the potential noise impact resulting from pylons in this section. This concern is expressed in general terms by a resident of Star as well as more specifically in relation to route option 4B from a homeowner who notes that existing lines can be noisy in wet weather.

“The pylon would be built so near our house that cables will be overhead, which apart from being an eyesore can be very noisy in wet and windy weather.”

NATIONAL GRID'S RESPONSE

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 and when planning new infrastructure such as that proposed for the North Wales Connection Project we will endeavour to mitigate or even eliminate operational noise impacts on our neighbours.

Deciding where and how to build new high voltage electricity lines and substations is a complex issue and we are very aware of the effect this infrastructure can have on local communities. We recognise that overhead transmission lines can produce audible noise when in operation, typically heard as a crackle, a buzz or a hum. For new overhead lines, noise levels and the effect on residential properties are carefully considered. Legislation requires that we submit a detailed Environmental Impact Assessment, in the form of an Environmental Statement alongside our application for a Development Consent Order. The Environmental Statement will be a publically available document and will include the assessment of construction and operational noise and the likely effects on the environment, including local residents. The assessments will follow the methods set out in the appropriate British Standards and guidelines and will set appropriate conditions / requirements on any consent for development.

Whilst it is not possible to entirely eliminate the effect of the wind on pylons and overhead lines, National Grid does aim to reduce the occurrence of wind noise through the selection of appropriate designs of pylon fixtures and fittings, this includes the requirement for all new designs of insulator to pass a wind tunnel test. Pylons are designed to ensure that any holes and orifices used during construction are not left open following construction and that any plates and labels are securely fixed.

17.5 Health, Safety and Security

General Health Concerns

- 17.5.1 Respondents express concern about the potential health impact of an overhead connection in this section. This is expressed as a general concern in relation to the proximity of the proposed lines to communities, including specific mention of Hendre Hywel and Ysgubor Hen.
- 17.5.2 Respondents also highlight a potential impact in terms of stress, uncertainty, anxiety and quality of life caused by the proposals.

NATIONAL GRID'S RESPONSE

National Grid understands that concerns about the potential ill health effects associated with living close to an overhead line could cause anxiety. In an attempt to address or limit these concerns National Grid are committed to following independent guidance set by Government to protect members of the public against electric and magnetic fields (EMFs).

EMFs are produced wherever electricity is used, and there have been suggestions that exposure to these fields might be a cause of ill health. National Grid fully recognises people's concerns and the uncertain scientific position on this subject.

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.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

17.6 Socio-economic

Impact on Properties/Communities

- 17.6.1 In terms of potential socio-economic impacts, some respondents express concern about a potential negative impact on communities and residents arising from proximity of the proposed lines, specifically with regards to the property values. In some cases these comments relate to concerns about the potential visual impact of the proposals. One respondent notes particular concern about potential impact on public footpaths and rights of way:

“Many of these outlying properties from the village of Talwrn have tracks on even public footpaths, sometimes old bridleways - please let them still exist!”

- 17.6.2 One respondent argues that as route option 4B follows the existing line more closely, it would have would have less additional impact in this respect.

NATIONAL GRID'S RESPONSE

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Proximity to Property

It is recognised that both options in this section of the route could pass close to residential properties, the effects upon which will need to be carefully considered when selecting a possible route alignment, taking into account the feedback received and our ongoing assessment work, which will then be balanced against the full range of environmental, socio-economic, cost and technical considerations.

More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment.

Property Value and Sales

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it cannot 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 property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the national policy document with which the final proposed connection will need to comply.

However, the effect of the Project upon the environment experienced by local residents is an important consideration and National Grid understands the concerns that local residents will have about the proposals. In accordance with National Grid's guidance on the siting and routing of infrastructure, the route options were chosen to avoid residential areas as far as possible. National Grid recognises that the visual impact of pylons may be an issue for many local communities and therefore the approach will be to maximise distance from properties where we can. We consider visual effects on properties as part of our assessment work.

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). National Grid works closely with any landowners on whose land our equipment is sited to negotiate compensation terms if this is appropriate.

National Grid recognises that there is a perception that our work could have a potential effect on property values. We will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible through the ongoing design and assessment work. National Grid does not provide compensation to cover any perceived reduction in house value.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Public Rights of Way

National Grid aim to keep public rights of way such as footpaths and bridleways in the vicinity of our works open throughout the process. This would be considered on a case by case basis and be subject to detailed risk and health and safety assessments. We will discuss potential effects and consider appropriate mitigation with the relevant local authority and relevant user groups.

Impact on Business/Tourism/Local Economy

- 17.6.3 There are a small number of comments on the potential impacts of the proposed routes in this section on local businesses. Concern is expressed about the potential impact of route option 4A on a family farm business, both in terms of potential devaluation of land and restricting options for its future use. The same respondent states that in their assessment, while route option 4B would also have an impact in this sense, this would be sufficiently less as to allow the farm to function.

NATIONAL GRID'S RESPONSE

Business Survey

A business survey will be undertaken during 2016 that will seek to contact a number of businesses (based on a random selection of business types within Anglesey and Gwynedd). The intention will be to understand the type of businesses available in the area around the North Wales Connection Project and what concerns they may have, and investigate if effects are likely on the business in terms of employment, disruption to the business or effects on their supply chain. From this an understanding of the effects and consideration of potential suitable mitigation measures will be possible and reported as part of the Environmental Impact Assessment.

Effect on Farming

National Grid understands that our activities inevitably affect the operations of farmers whose land we cross. National Grid has already begun discussions with potentially affected landowners to better understand the nature of their farming activities, and will seek to work with them so as to reduce any possible effects as far as practically possible. Examples might include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Site work will be completed within the shortest duration where possible and temporary accesses will be removed following completion. Financial payments are also made to those whose land National Grid's equipment crosses in order to compensate for disruption caused by our works.

The distribution of arable and pasture is considered as part of the agricultural land quality assessment in the Environmental Impact Assessment and will be considered in the Environmental Statement.

Back-checking and Review

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

17.7 Mitigation Measures

General

- 17.7.1 The most commonly suggested measure for mitigating the potential impact of the proposed route in this area is to follow the existing line. As well as minimising the potential visual impacts of an additional overhead line, respondents also argue that this represents the most direct and therefore cost-effective route.

NATIONAL GRID'S RESPONSE**Follow the Existing Line**

National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the effect upon the landscape of Anglesey as a whole. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

Cost

As the costs of National Grid's work are ultimately borne by electricity bill payers, cost is an important consideration when designing any new scheme. The relative costs of using buried cables at transmission voltages against the cost of an equivalent overhead line are particularly significant. All other things being equal, a shorter more direct alignment would be preferred, both on cost grounds, but also due to the potentially reduced environmental and socio-economic effects that a shorter route would have. Consultation feedback and the results of detailed design and assessment work help to identify the merits of following one route over another in the specific circumstances of a local area.

Socio-economic Mitigation Measures

- 17.7.2 Some of those respondents concerned about the potential impact of the proposed route on residents and communities urge that this be minimised or a more considerate or "sympathetic" route be chosen.

NATIONAL GRID'S RESPONSE

National Grid understands the concerns that people have about the proposals. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work and a Landscape and Visual Impact Assessment is being undertaken as part of the Environmental Impact Assessment.

The opinion of local residents is important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Throughout the design of the Project National Grid will look to reduce the effects through routing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

Environmental Mitigation Measures

- 17.7.3 Comments on the mitigation of potential biodiversity impacts in this section all relate to the need to avoid removal of trees from woodland at Gylched Covert, or to mitigate any removal of trees through replanting of native tree species.

“This part of the Ceint valley had a lot of wych elm that has died out and mostly been removed. It would be of interest to take cuttings of wych elm in this area to plant back into woodlands and hedgerows adjacent the proposed route”

NATIONAL GRID'S RESPONSE

All reasonable efforts will be made during the ongoing design and assessment work to ensure effects on woodland such as Gylched Covert are reduced where possible. Where effects on woodland remain, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process. National Grid uses native species within planting schemes where re-planting is permitted.

Where an overhead line passes over or close to woodland, ground preparation under the pylon structures and some vegetation cutting under the conductors may be required. New pylons are positioned to reduce the need to cut vegetation where possible.

18 FEEDBACK RECEIVED ON ROUTE SECTION 5

18.1 Introduction

- 18.1.1 The Menai Strait and Anglesey Area of Outstanding Natural Beauty (AONB) are iconic places which consultation feedback told us are really special. It is currently proposed that the connection will be placed under the Menai Strait.
- 18.1.2 To make the change from an overhead line to an underground cable, we need to build a sealing end compound (SEC) on each side of the Menai, which would be around an acre in size. Depending on the technology used to cross the Menai Strait, other infrastructure may be required from the sealing end compounds to any potential crossing location. Five search areas were identified within which we could build a sealing end compound, three on Anglesey and two in Gwynedd.
- 18.1.3 There are five proposed overhead line route options (5A–5E) to reach the sealing end compound search areas on Anglesey. There are three proposed overhead line route options (5F–5H) from the sealing end compound search areas in Gwynedd to our substation at Pentir. The route options in this section may change when we know more about how we could cross the Menai Strait and where we could put each sealing end compound.
- 18.1.4 Please refer to the map for this section of the route on the next page.

18.2 General Comments

Overhead Lines/Undergrounding

- 18.2.1 Many respondents, including the Menai Bridge Community Heritage Trust and local community councils, object to another overhead line in this area, calling for the proposed connection to be placed underground or subsea instead. Members of the public add that National Grid should use the available technology and protect the local landscape.
- “Pylons - Future generations will wonder why on earth did we not put the cables underground. They are ugly and spoil our beautiful countryside; they would not allow this on English soil. I have lived in this area for over 70years and do not want it spoilt by ugly pylons“*
- 18.2.2 In the context of those concerns, several respondents worry about the cumulative visual impact a second overhead line may impose on local landowners. Places identified as particularly vulnerable to this are Star and the area between Caergeiliog and Llanfairpwll. These views are in contrast to those expressed by other members of the public who call for the proposed line to closely follow the existing line in order to avoid impacting on currently unaffected areas.
- 18.2.3 Many respondents call for the proposed line to be undergrounded in this section of the route citing environmental sensitivity and the high population of the area. Specific stretches where undergrounding is requested are Penmynydd to Pentir, Menai Strait to Pentir, Cefn Poeth to Pentir, Ceint to Pentir, and Star to the coast.
- 18.2.4 One respondent calls for the route around Llanfairpwll to be undergrounded as they feel overhead cables would be visible from numerous locations popular with tourists such as Plas Newydd, Vaynol Estate, Britannia Bridge and the Menai Suspension Bridge.

- 18.2.5 Several respondents suggest that if the proposed line is buried in the vicinity of Star, this would be welcomed by residents of Llanddaniel, Llanedwen, Llanfairpwll, Penmynydd and Menai Bridge who currently feel that they have been set against each other.

“Given the effect of one group being pitted against the other, the solution would surely be to lay the route underground from just north of Star, thus avoiding disagreement between the five areas”

NATIONAL GRID’S RESPONSE

Undergrounding

National Grid recognises that the Anglesey AONB and Menai Strait area are sensitive locations, where planning policies and National Grid's statutory duties count against the use of an additional overhead line. As a result National Grid is developing alternative proposals involving the use of underground technology so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 Consultation. For more information on the decision to underground in this area please refer to the Strategic Options Report (January 2015) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

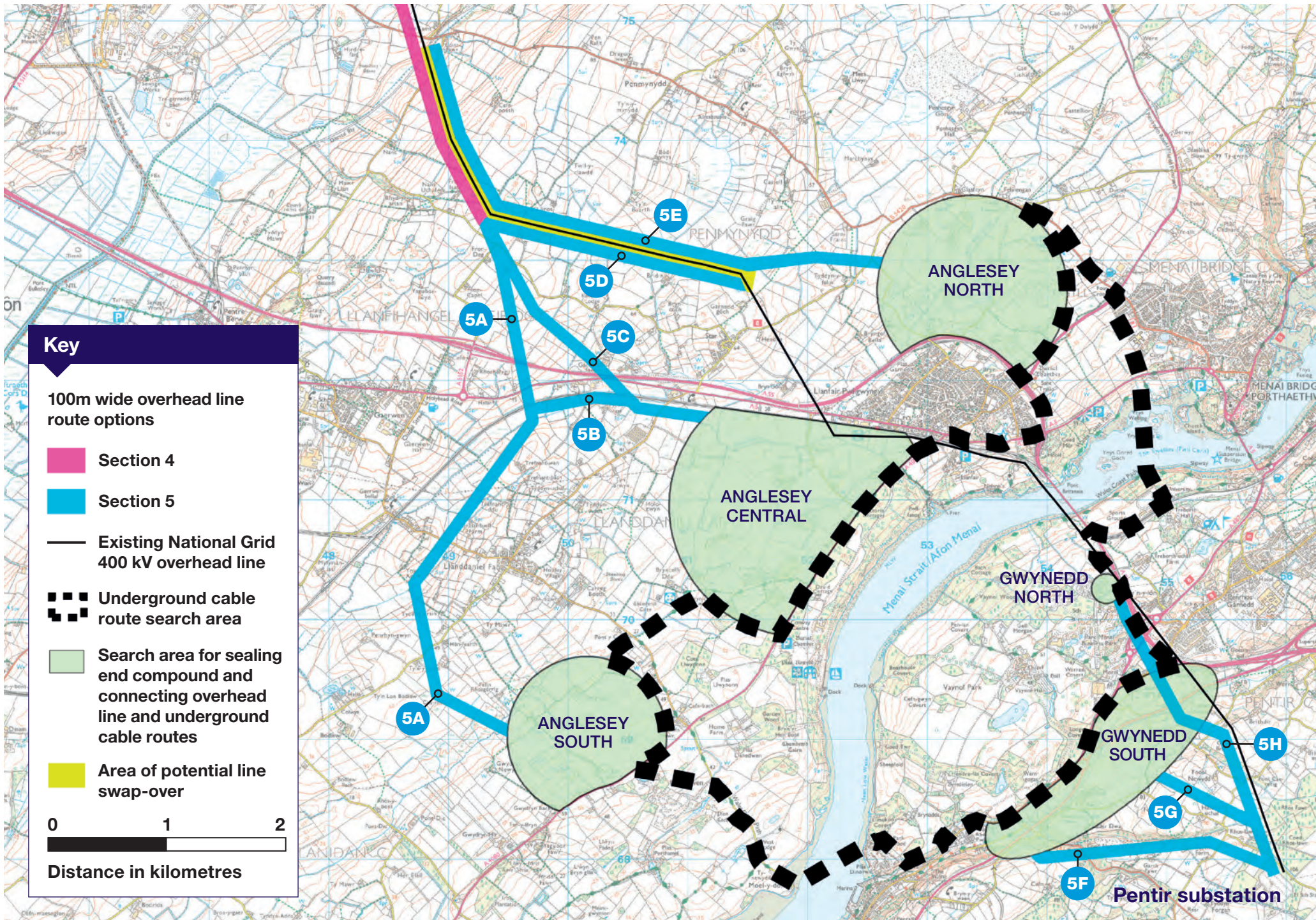
Given the very high additional cost associated with the use of buried cables, the extent of the underground cables either side of the Strait will be subject to very detailed appraisal, informed by the feedback that we have received. This will be balanced against environmental, socio-economic and technical considerations, including the impact that any new overhead line would have upon local communities such as Penmynydd, Star and Llanfair PG. This balance will also need to be carefully considered for the mainland section of the route, between the sealing end compound search areas and the end of the route at Pentir substation.

Cumulative Visual Impact

National Grid understands the concerns that local residents have about the proposals. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

A full Landscape and Visual Impact Assessment, including consideration of cumulative effects and a detailed assessment of effects on private views (i.e. views from residential properties), will be undertaken as part of the Environmental Impact Assessment. Landscape and visual effects will be an important factor in determining the final route option and alignment.

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.



Support and Opposition

- 18.2.7 Respondents comment predominantly on the Anglesey route options, with fewer comments being provided on the Sealing End Compound (SEC) search areas and Gwynedd route options.

Anglesey Route Options

- 18.2.8 Some respondents expressed explicit support for one or more of the proposed options. However, they often do so alongside an overall preference for the proposed line to be placed underground or subsea.
- 18.2.9 Route option 5A is the most opposed option of those proposed by National Grid. Respondents often describe this part of the route as currently unspoilt and raise concerns about the potential impact on local wildlife, landscape, cultural heritage and communities (these are further explored in the relevant subsections below). Respondents also worry that route option 5A alongside route options 5B and 5C would encircle the village of Star.
- 18.2.10 By contrast, a couple of respondents support route option 5A precisely because it would not follow the existing line, thereby it would not put an extra burden on those property owners who are already exposed to one set of lines. Some also add that this option would have less impact on Menai Bridge.
- 18.2.11 Route options 5D and 5E are the most supported options with slightly higher preference expressed towards route option 5E. The main reasons cited by respondents are that these options follow the existing line and are shorter. Furthermore, respondents note that route option 5E would avoid crossing the A5 and A55 roads. However, many qualify their support, stating a preference for an underground connection with some noting that undergrounding in route option 5E would be particularly easy due the open nature of the landscape.
- 18.2.12 Those respondents who explicitly oppose route options 5D and 5E express concerns about the potential impact on Star and Penmynydd, as well as the cumulative visual impact on those communities who are already close to the existing line.
- 18.2.13 A small number of respondents favour route option 5C as it is close to the existing line. One respondent adds that its corresponding sealing end compound would be the least detrimental one and another notes that Option 5C would avoid bringing pylons closer to the A5025 road which is popular with tourists.

NATIONAL GRID'S RESPONSE

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Whilst important, the decision on which route option to progress cannot be made solely based on the opinions of local residents. National Grid recognises that route options 5D and 5E run furthest from larger settlements such as Llanddaniel Fab and Llanfair PG, and that route option 5A is furthest from the existing overhead line.

When designing new routes National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations. In Section 5 of the route, the technical considerations are particularly important due to the challenges

associated with using underground cables to cross the Menai Strait and the associated infrastructure required.

In the Menai area we need to take into account possible locations for the sealing end compounds where the overhead line will transfer to buried cables, and the technical and environmental complexity associated with crossing the Menai Strait. Detailed investigation work to identify technically feasible crossing routes is progressing along the Menai Strait.

The appropriateness of an overhead line solution will continue to be reviewed in every part of the route, as part of the ongoing design and assessment work. Consultation feedback is important in helping us to strike the right balance.

Gwynedd Route Options

- 18.2.14 A few respondents explicitly state their preference for route option 5H mainly because of their support for route options 5D and 5E on Anglesey, but also because this option is close to the existing line.
- 18.2.15 Only one respondent states their explicit preference for route option 5F noting that it is in the least densely populated area, so the visual impact would be less significant. Conversely, another respondent opposes this option as it is too close to their house.
- 18.2.16 Coed Cymru supports route option 5G because they believe it would have less impact on the woodland located in the vicinity.

NATIONAL GRID'S RESPONSE

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Whilst important, the decision on which route option to progress cannot be made solely based on the opinions of local residents. When designing new routes National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations.

National Grid recognises that route option 5H runs closest to the existing overhead line as it nears Pentir substation, which would help to limit the extent of the immediate area affected by overhead line development. In so doing the route runs across the junction between the A55 and the A487 and between the dual carriageway and Parc Menai Business Park, which present environmental and construction challenges. The Gwynedd North Sealing End Compound search area is also potentially constrained and National Grid is undertaking further work to confirm the design of any possible compound in this area.

The appropriateness of an overhead line solution will continue to be reviewed in every part of the route, including the mainland section, as part of the ongoing design and assessment work. Consultation feedback is important in helping us to strike the right balance.

Sealing End Compound (SEC) Search Areas

- 18.2.17 Anglesey North is the most preferred SEC search area mainly because it is connected to the widely supported route options 5D and 5E. Other reasons cited in support of this SEC search area are that it is in a less populated and environmentally sensitive area compared to the other options and that the area is already industrialised. One respondent notes that if the sealing end compound is located in this area, this could enable the removal of the existing line that currently crosses the Menai Strait.
- 18.2.18 One respondent explicitly opposes the Anglesey North search area because they believe it would require digging up the busy A5 and A5025 roads.
- 18.2.19 Those respondents who support the Anglesey Central SEC search area do 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.
- 18.2.20 Those respondents who support Gwynedd North SEC search area mention that the area is already industrialised due to the water treatment works located there.
- 18.2.21 One respondent states that they cannot provide comments until the crossing at Menai Strait has been decided and another raises environmental concerns about SECs being placed near a body of water.
- 18.2.22 One respondent questions the need for sealing end compounds altogether asking if the existing line could not be utilised given the planned closure of Wylfa.

NATIONAL GRID'S RESPONSE

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

When designing new routes National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations. In Section 5 of the route, the technical considerations are particularly important due to the challenges associated with using underground cables to cross the Menai Strait and the associated infrastructure required.

In the Menai area we need to take into account the technical and environmental complexities associated with crossing the Menai Strait, alongside possible locations for the sealing end compounds and routes for the overhead lines. Detailed investigation work to identify technically feasible crossing routes is progressing along the Menai Strait, which will also inform the potential location of the sealing end compounds and any other necessary works, depending on the technology type.

The precise location of the sealing end compounds is subject to more detailed design and assessment work, and will need to take into account issues such as the location and outlook of residential properties, local wildlife sites, flood risk zones and the location of water bodies.

Crossing existing infrastructure

The need to cross existing infrastructure is one of the technical factors that will be considered by National Grid when identifying the most appropriate design. Road, rail and utility crossings

(such as the A5 and A5025) can be safely designed and constructed, with close liaison with the organisations responsible for such infrastructure.

Utilising the Existing Line

National Grid needs to develop a second, additional route for the export of power from Wylfa Newydd due to the size and importance of the new nuclear power station. We are required to follow rules that limit the amount of energy carried on pylons to make sure that energy is transferred securely across the country. This means that both the existing line and a new connection are needed. Therefore it is not possible for any new line to be combined with the existing line.

Menai Strait Crossing

- 18.2.23 Views on the proposed undergrounding at Menai Strait differ. Many welcome the proposal as they feel it would protect the local landscape. A few, however, oppose its subsea element citing cost concerns and call 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.
- 18.2.24 Some respondents, while welcoming the proposed underground crossing at the Menai Strait, call on National Grid to use this opportunity to remove the existing overhead lines in this area.
- 18.2.25 Some respondents note that they cannot comment on Section 5 until more information is available on the Menai Strait crossing.

NATIONAL GRID'S RESPONSE

Crossing the Menai Strait

National Grid recognises that the Anglesey AONB and Menai Strait area are sensitive locations, where planning policies and National Grid's statutory duties count against the use of an additional overhead line. As a result National Grid is developing alternative proposals involving the use of underground technologies so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 Consultation. For more information on the decision to underground in this area please refer to the Strategic Options Report (January 2015) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

A number of underground cable options are being explored to cross the Menai Strait, including tunnelling or drilling and alternatives such as using the surface or underside of the Britannia Bridge and the possibility of a third Menai road crossing. However, any such solution must meet the requirements of National Grid in terms of safety and security of supply, as well as timescales required for connecting Wylfa Newydd.

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 contract National Grid has with the electricity generator. The delivery and cost of the Project required to meet the contract is regulated by Ofgem. It is not possible within the regulatory framework within which National Grid operates to extend the scope of a project beyond that needed to connect the generator.

In respect of the North Wales Connection Project, these constraints mean that it is not possible to fund undergrounding the existing line as part of the North Wales Connection Project as it is not a system requirement.

We have committed to undergrounding the section of the new Wylfa to Pentir connection that goes through the Anglesey AONB and Menai Strait, recognising the special qualities of this area.

18.3 Engineering, Design and Construction

General Comments

- 18.3.1 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. For these reasons, route options 5D and 5E are the most popular choices with slight preference towards route option 5E. Route option 5A, on the other hand, is widely rejected due to its extended length.

“Therefore given the significant cost of using transmission cables and the route length to the Sealing End Compounds the shortest distance represents best value for money (Route Option 5E has the shortest distance to the Anglesey North SEC connecting to Gwynedd North SEC and 5H to Pentir). This will therefore take advantage of an established, economical and safe route that has been in place since the late 1960s, reducing the overall visual, environmental impact by keeping equipment together within an important and sensitive location such as Section 5.”

- 18.3.2 In a similar vein, Anglesey Central SEC search area is supported by a few respondents as it would provide the shortest distance for the proposed pylons, it is relatively close to the Gwynedd North and South SEC search areas and is nearby existing infrastructure such as A55 and A5. The proximity to the Gwynedd SECs is seen by one respondent as an opportunity to remove the existing pylons across the Menai Strait.
- 18.3.3 A couple of respondents support route option 5C as they believe that it offers the shortest distance from the existing line to the proposed sealing end compound areas.

NATIONAL GRID'S RESPONSE

Shortest Route

National Grid favours shorter routes over longer ones, as they represent the lowest impact and least cost solution. However, National Grid needs to consider the specific characteristics of the area affected, and balance complex environmental, socio-economic, cost and technical considerations when identifying the most appropriate design solution.

In the Menai area we also need to take into account possible locations for the construction of the sealing end compounds (and other necessary works) where the overhead line will transfer to buried cables, and the technical and environmental complexity associated with crossing the Menai Strait. This may mean that the shortest overhead line route would not result in the most appropriate overall design. Consultation feedback is important in helping us to strike the right balance.

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 contract National Grid has with the electricity generator. The delivery and cost of the Project required to meet the contract is regulated by Ofgem. It is not possible within the regulatory framework within which National Grid operates to extend the scope of a project beyond that needed to connect the generator. In respect of the North Wales Connection Project, these constraints mean that it is not possible to fund undergrounding the existing line as part of the North Wales Connection Project as it is not a system requirement.

We have committed to undergrounding the section of the new Wylfa to Pentir connection that goes through the Anglesey AONB and Menai Strait, recognising the special qualities of this area.

Impact of Construction

- 18.3.4 There are concerns that if route options 5A, 5B or 5C are selected this would lead to closure of roads during the construction period with strong emphasis being placed on A55 and A5. Some add that crossing such important and busy roads would add technical complications and increase the cost of the Project. Moreover, one respondent argues that route option 5A would require new access roads, thereby disturbing local tracks and lanes.
- 18.3.5 Transport related concerns are also expressed with regards to Anglesey North SEC search area with one respondent noting that the undergrounding process would cause significant disruptions to A5205 and A5.
- 18.3.6 Two respondents worry about the potential impact of route options 5D and 5E noting that the construction phase would affect their farming activities. One of them adds that the narrow road to their farm would not be able sustain the increased traffic load.
- 18.3.7 Conversely, notwithstanding their opposition to overhead line, another respondent states that if pylons were the only option, then they would prefer route option 5E as it would not cross A55/A5 road and the railway. This view is also shared by Llanidan Community Council.
- 18.3.8 Expressing a general view, one respondent is concerned that the heavy machinery that would need to access their land would disturb their farm, including the ancient hedgerows that grow there.

NATIONAL GRID'S RESPONSE**Crossing existing infrastructure**

The need to cross existing infrastructure is one of the technical factors that will be considered by National Grid when identifying the most appropriate design. Road, rail and utility crossings (such as the A5 and A5025) can be safely designed and constructed, with close liaison with the organisations responsible for such infrastructure.

Traffic management

A traffic management plan will be put in place during construction which will seek to reduce effects on the local community. The local community will be kept informed of any planned

road closures in advance and appropriate diversions will be in place.

Effect on farming

National Grid understands that our activities inevitably affect the operations of farmers whose land we cross. National Grid has already begun discussions with potentially affected landowners to better understand the nature of their farming activities, and will seek to work with them so as to reduce any possible effects as far as practically possible. Examples might include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Site work will be completed within the shortest duration where possible and temporary accesses will be removed following completion. Financial payments are also made to those whose land National Grid's equipment crosses in order to compensate for disruption caused by our works.

Effects on hedgerows

Further detailed design stages will consider features such as hedgerows when finalising pylon locations and access routes for example. Siting of pylons will where at all possible be located away from hedgerows, ancient or otherwise. Where access is required through hedgerows, routes will aim for existing gateways and gaps in non-ancient hedgerows in the first instance to reduce potential effects. Working widths will be reduced where passing through hedgerows. Suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process, and may include, for example, in situ replacement of hedgerows using appropriate species and retention of top soil to protect seed bank.

Access to land

Access will be negotiated with the landowner by National Grid. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Impact on Existing/Future Infrastructure

- 18.3.9 Several respondents point out that the potential impact on existing or planned infrastructure should be taken into account when route option 5A is assessed. Specific examples include the Scottish Power high voltage line near Star and the new Transport Policy FF18 for a new Railway.

NATIONAL GRID'S RESPONSE

When identifying the most appropriate design solution National Grid needs to consider the specific characteristics of the area affected, and balance complex environmental, socio-economic, cost and technical considerations. The need to cross existing infrastructure is one of the technical factors that will be considered by National Grid when identifying the most appropriate design, together with proposed infrastructure as appropriate. Consultation feedback is important in helping us to strike the right balance.

Road, rail and utility crossings (such as the A55 dual carriageway and lower voltage electricity lines) can be safely designed and constructed, with close liaison with the organisations responsible for such infrastructure.

Comments on Maintenance

- 18.3.10 One respondent notes that the area marked as route option 5A would be disrupted first by the construction and then by the maintenance of the proposed sealing end compound.

NATIONAL GRID'S RESPONSE

National Grid has already begun discussions with potentially affected landowners to better understand and reduce any possible effects of construction and maintenance as far as practically possible. Examples might include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Site work will be completed within the shortest duration where possible and temporary accesses will be removed following completion.

Maintenance of sealing end compounds is undertaken within the fenced area of the compound itself, and therefore disruption during operation should be minimal.

Access and Traffic/Transport

- 18.3.11 Several respondents raise concerns that route option 5A would require the construction of new access routes which would impact on farmlands, hedges and drainage pipes.
- 18.3.12 Property owners also voice their concerns that a sealing end compound may obstruct the access to their properties.
- 18.3.13 One respondent suggests that using route options 5D or 5E would provide easier access for heavy machinery as National Grid could utilise the road access leading from the B5420 at Penmynydd past Llinos Fawr and Cefn Du Isaf.
- 18.3.14 Llanfair Householders Association suggests that National Grid could consider using the two disused Faenol railway tunnels close to the area marked as Gwynedd North to reduce cost.

NATIONAL GRID'S RESPONSE

Effect of access requirements

National Grid understands that our activities inevitably affect the operations of farmers and other landowners whose land we cross. National Grid has already begun discussions with potentially affected landowners to better understand the nature of their activities, and will seek to work with them so as to reduce any possible effects as far as practically possible. Examples might include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Site work will be completed within the shortest duration where possible and temporary accesses will be removed following completion. Financial payments are also made to those whose land National Grid's equipment crosses in order to compensate for disruption caused by our works.

Traffic management

A traffic management plan will be put in place during construction which will seek to reduce effects on the local community. The local community will be kept informed of any planned road closures in advance and appropriate diversions will be in place.

Faenol railway tunnels

National Grid is aware of the two disused Faenol railway tunnels and has carried out inspections as part of the consideration of route options in Section 5. Any option for placing the cables underground must meet the requirements of National Grid in terms of safety and security of supply, as well as timescales required for connecting Wylfa Newydd.

18.4 Environment***Impact on Biodiversity and Wildlife***

- 18.4.1 Some respondents express concerns about the potential impact of the proposals on the local biodiversity and ancient woodlands located on the edge of the Menai Strait. The valley of the River Braint is mentioned in several comments with respondents highlighting its role as an important habitat as well as a flight path for a variety of overwintering birds. Specific species mentioned are little owl, barn owl, lapwing, gold crests, pheasants, mallards, herons and buzzards.
- 18.4.2 One respondent highlights the ancient nature of this section of the route, particularly the aged pastures at Ty Cores and the 300 year old hedges. The respondent adds that they had been denied tree planting permission in the past due to the ecological sensitivity of the area.
- 18.4.3 The Menai Bridge Community Heritage Trust also voices their concern that the proposals would damage the local environment, especially the area around and under the Menai Strait.
- 18.4.4 One respondent is worried that the area identified for sealing end compounds is too close to designated sites without providing further detail about which sites they refer to. They go on to say that the whole character of the land must be taken into account.
- 18.4.5 One respondent notes that part of the land at Tyn-y-Coed has been designated as an area of special wildlife interest.
- 18.4.6 Some respondents comment on specific route options. Their feedback is summarised below.

Anglesey Route Options

- 18.4.7 Route option 5A: Several respondents object to route option 5A as they worry that compared to the other options, it is longer and would require new access roads, thereby impacting more on the local biodiversity. Specific areas of concerns include the hedgerows, the habitat around the River Braint, the Gwynfryn wildlife site and Coed Glanyrafon. Species that could be affected are red squirrels, toads, bats, birds of prey, lapwings and bats. Coed Cymru adds that even though this route option would have limited impact on the ancient woodlands, parts of it would go through an area that has experienced minimal disturbance so far.
- 18.4.8 One respondent states that their organic farm which is part of the Glastir Advanced scheme would be affected, alongside the 150 year old oak on its premises.
- 18.4.9 One respondent is concerned about the potential impact on Britannia Bridge and another expresses their disbelief that route options 5A, 5B and 5C as well as their corresponding SEC areas have been considered given their proximity to a greenbelt to the south and ancient woodlands to the north.
- 18.4.10 In the context of their concerns about option 5A, some respondents state their preference for route options 5D and 5E as they are shorter and would not require new access routes.

- 18.4.11 Route option 5B: One respondent worries that route options 5A, 5B and 5C would impact on their property which they have used to support and increase the local biodiversity. The property accommodates two small hardwood plantations, a large wildlife pool used by breeding wildfowl and a field managed as a hay meadow. By contrast, Coed Cymru suggests that route options 5B and 5C would probably have limited detrimental impact on the local biodiversity but nevertheless state their preference for route options 5D and 5E.
- 18.4.12 Route option 5C: One respondent states that the area crossed by route options 5A and 5C is home to lapwings which are protected species.
- 18.4.13 Route options 5E and 5D: As mentioned, several respondents state their preference for route options 5D and 5E over option 5A. One respondent adds that even though route option 5E passes closely to the Cors Bod-Ynys Wildlife Site, it is still sufficiently away from it to pose any risk to the bird population, especially if it is placed underground.

Gwynedd Route Options

- 18.4.14 There are not many comments on the proposed route options on the Gwynedd side of this section.
- 18.4.15 Route option 5F: One respondent worries that route option 5F would impact on owls, adders, hares and small birds that live in the area. Another respondent notes that the route option 5F would pass through Nant-y-Garth Woodland which has a tree preservation order issued as it is home to protected tree species.
- 18.4.16 Route option 5G: Even though Coed Cymru states that the combination of route options 5D/5E – Anglesey North – 5H would be the only one that would have overall limited impact, they note that of the proposed Gwynedd options, route option 5G would be the most favourable as it would have the least impact on the local woodlands.

Sealing End Compound (SEC) Search Areas

- 18.4.17 Anglesey Central SEC search area: One respondent recognises that the ancient woodlands in this part of the route would help with the screening of the proposed sealing end compound, but cautions that these woodlands are home to the largest population of red squirrels in Wales and any loss of trees would be detrimental to their wellbeing. Coed Cymru is also concerned about the potential impact on woodlands in the area but they note that the impacts could be limited (see Mitigation section below). There are also general concerns raised about the Gwynfryn wildlife site and Coed Glanyrafon.
- 18.4.18 Anglesey South SEC search area: Many of the challenges to this option are made in the context of respondents' objection to route option 5A. Some respondents note that any sealing end compound connected to route option 5A would affect the wildlife in the vicinity of the River Braint and would disturb an otherwise peaceful area. Specific species mentioned are birds of prey, owls, bats and red squirrels.

“[...] the area marked for 5A is a peaceful corner of the island with a lot of wildlife in woodland and swampy land. This would be adversely affected first by the construction and then by the maintenance and scope of the sealing end compound area.”

- 18.4.19 There are also concerns about risks posed to Gwynfryn wildlife site and Coed Glanyrafon in relation to the Anglesey South SEC search area.
- 18.4.20 One respondent notes that a marsh on their property, that is located close to the Anglesey North, is a habitat for orchids and large variety of birds such as gold crests, pheasants and buzzards.

NATIONAL GRID'S RESPONSE

Habitat and Protected Species Surveys

National Grid understands that wildlife and habitats are important to the people living in the area, and the information provided on the species living on Anglesey and in Gwynedd is helpful.

Habitat and protected species surveys (including wintering and breeding bird surveys, and surveys for bats and red squirrel) are being undertaken and will inform the ongoing design and assessment work. They will be used as part of the Environmental Impact Assessment and will aid consideration of appropriate mitigation measures where required. National Grid will continue to consult with and take advice from Natural Resources Wales to seek to reduce effects of the Project on protected species and habitats.

Potential Impacts and Mitigation Measures

All reasonable efforts will be made during the ongoing design and assessment work to ensure that effects on habitats such as ancient woodland and hedgerows, and areas such as Gwyndryn wildlife site and Coed Glanyrafon, are reduced where possible. Where these cannot be avoided, then suitable mitigation measures will be considered and where appropriate secured through the Development Consent Order process.

Sealing End Compound (SEC) Search Areas

In the Menai area we need to take into account the technical and environmental complexities associated with crossing the Menai Strait, alongside possible locations for the sealing end compounds and routes for the overhead lines. Detailed investigation work to identify technically feasible crossing routes is progressing along the Menai Strait, which will also inform the potential location of the sealing end compounds and any other necessary works, depending on the technology type.

The precise location of the sealing end compounds is subject to more detailed design and assessment work, and will need to take into account issues such as the location and outlook of residential properties, local wildlife sites and flood risk zones.

Impact on Landscape and Views

- 18.4.21 The most common environmental concern by far is the perceived negative visual impact of the proposed connection on the local landscape. In the context of those concerns, respondents often refer to the potential cumulative visual effect of a second line and call for it to be placed underground (see section 7.1.1). Related to this, several respondents applaud National Grid's decision to place the cables beneath the Menai Strait.
- 18.4.22 Respondents' concerns about the perceived impact on the landscape and views are twofold. Some are worried about the consequences for tourism as the proposed line would affect the views from the A55, A5025 and B5420 roads which are widely used by tourists. Others point out that residents' views and thereby enjoyment of the landscape would be negatively affected. Related to this, one respondent notes that a sealing end compound in close proximity to Star would be visible from many angles and would affect walkers, dog-walkers and joggers.

- 18.4.23 Some respondents worry that route options 5A, 5B and 5C would completely enclose the community of Star. Their concerns are further exacerbated by the fact that Star is located at an elevated position, which would make the pylons particularly prominent from many sensitive locations such as the Snowdonia range, Marquis Column, Britannia Bridge as well as the historical A5 route.
- 18.4.24 One respondent raises concerns that even though the proposed route options are away from the Menai Strait AONB, they are close to Landscape Area 12 which is an important buffer to the Menai Straits. They add that having pylons in this area could reduce its quality as a buffer and open it to further developments. Similar concerns are echoed by the Menai Bridge Community Heritage Trust who notes that any work in and around the Strait would be detrimental to the landscape and ecology and describe all proposed options in Section 5 as inappropriate.

Anglesey Route Options

- 18.4.25 Route option 5A: There is a widely shared concern that route option 5A would go through currently unspoilt landscape with some respondents highlighting the centuries-old character of Llanddaniel. Another specific location mentioned is Llanfairpwll and the potential for its western edge to be subjected to multiple crossings should route options 5A, 5B or 5C be chosen. Some also worry that this would impact on property prices.
- 18.4.26 In terms of tourist destinations, several respondents note that the A5/A55/A4080 routes (which are popular with tourists), the road from Llanddaniel to Dwyran, the railway tracks and the viewing point from Cefn Dy would all be affected by route option 5A.
- 18.4.27 Menai Science Park notes that the proposals (route options 5A and 5B) may hinder the building of a new Science Park in Gaerwen as the location has been selected mainly due to its spectacular views towards Snowdonia.
- “Bangor University, through the Menai Science Park Ltd, is developing a scheme worth over £20m in Gaerwen in order to bring businesses, academics and the community together in order to be innovative. The location of the site is very important to us as it inspires people and the views are especially important in this. This is a Science Park, not a business park or industrial park, and environmental standards are especially important”***
- 18.4.28 By contrast, one respondent supports this option as it would have the least impact on the visually sensitive area between the two bridges.
- 18.4.29 Route option 5B: Many of the concerns raised in relation to route option 5A also relate to option 5B. One respondent, commenting specifically on route option 5B, notes that the area is of great natural beauty and already subjected to an overhead line so adding another one would be unfair.
- 18.4.30 Route option 5C: Many of the concerns raised in relation to route option 5A also relate to option 5C. By contrast, one respondent states their preference for route option 5C as it is close to A55 and will be less visually disruptive.
- 18.4.31 Route option 5D: One respondent is concerned that route options 5A, 5B, 5C, 5D and 5E would box in the community of Star with overhead lines and another worries that the pylons would block the view from their planned bed and breakfast.
- 18.4.32 Route option 5E: Many respondents favour route options 5D and 5E as they are the shortest of all options, follow the existing line and go through an area where the visual impact would be absorbed. On balance, route option 5E is slightly more supported than option 5D as it would avoid

crossing A55/A5 roads and the railway line, would affect fewer residential properties and would have the least impact on the Menai Strait.

- 18.4.33 Conversely, several respondents highlight that route option 5E is an area of major natural beauty which can be seen from Snowdonia, Penmynydd and Gwynedd. Often those concerns are accompanied by calls for the line to be undergrounded in this section of the route.

Gwynedd Route Options

- 18.4.34 Route options 5F, 5G and 5H: As with the comments on biodiversity, those who express a view on the Gwynedd route options, often tend to do so in the context of their support or opposition to the Anglesey route options.
- 18.4.35 Of those who comment specifically on the Gwynedd route options, a few express concerns that these options would impact adversely on the landscape by affecting the views to and out of Plas Newydd and Vaynol Estates.
- 18.4.36 By contrast, several respondents support route options 5H and 5E as they would allow for the equipment to be kept together, thereby reducing the potential visual impact.
- 18.4.37 One respondent states their preference for route option 5F as it follows the natural contour of the land and it would be less visually intrusive to the densely populated Penrhosgarnedd area.

Sealing End Compound (SEC) Search Areas

- 18.4.38 One respondent states their overall opposition to sealing end compounds describing them as blots on the landscape.
- 18.4.39 Anglesey Central SEC search area: Several respondents point out that the low-lying and open character of this area would mean that any sealing end compound located here would be visible from a number of points, including from Snowdonia. Coed Cymru adds that Anglesey Central SEC search area is part of a planned landscape with woodlands. There is also a concern that because of the elevated position of Llanddaniel Fab any sealing end compound in the Anglesey Central search area would change the character of the locality.
- 18.4.40 Anglesey North SEC search area: Many respondents state their preference for this search area because they support route options 5D and 5E.
- 18.4.41 One respondent objects to the use of Anglesey North SEC search area as it would bring the pylons closer to A5205 which is a major tourist route.
- 18.4.42 Anglesey South SEC search area: Several respondents raise concerns that the Anglesey South SEC search area is currently unspoilt and any development in the search area would impact on the views.
- 18.4.43 Gwynedd North SEC search area: Some respondents believe that this option would have less impact on the local landscape and views either because they support route options 5E and 5F or because the presence of the water treatment works in this area means that the landscape is already industrialised.

NATIONAL GRID'S RESPONSE

National Grid understands the concerns that local residents have about the proposals and that some of the proposed options would be visible from areas within the Anglesey Area of Outstanding Natural Beauty (AONB) and/or may affect the setting of the AONB or other valued landscapes such as Special Landscape Areas or Registered Parks and Gardens. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work, together with consideration of key views, effects on the landscape and associated potential effects on tourism.

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work. Landscape and visual effects will be an important factor in determining the final route option and alignment

Landscape and Visual Effects

A full Landscape and Visual Impact Assessment, including consideration of cumulative effects and a detailed assessment of effects on private views (i.e. views from residential properties), will be undertaken as part of the Environmental Impact Assessment. This will include consideration of important views, both for local people and for tourism, to fully understand the effects on key views and designations such as the Anglesey AONB and the Registered Parks and Gardens.

Mitigation

Throughout the design of the Project National Grid look to reduce effects through routeing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

Undergrounding

National Grid recognises that the Anglesey AONB and Menai Strait area are sensitive locations, where planning policies and National Grid's statutory duties count against the use of an additional overhead line. As a result National Grid is developing alternative proposals involving the use of underground cables so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 Consultation. For more information on the decision to underground in this area please refer to the Strategic Options Report (January 2015) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

Given the very high additional cost associated with the use of buried cables, the extent of the underground cables either side of the Strait will be subject to very detailed appraisal, informed by the feedback that we have received. This will be balanced against environmental, socio-economic and technical considerations, including the impact that any new overhead line would have upon local communities such as Penmynydd, Star and Llanfair PG. This balance will also need to be carefully considered for the mainland section of the route, between the sealing end compound search areas and the end of the route at Pentir substation.

Impact on Cultural Heritage

- 18.4.44 Several respondents highlight the historical importance of this section of the route. The specific sites mentioned include Menai Straits, Penmynydd as well as the prehistoric sites between Star and Menai Strait which have traces of activity from the early days of human history in Wales.
- 18.4.45 **Route option 5A:** Respondents list a number of points of cultural significance within the vicinity of route option 5A. These include the Heritage Trail, the national cycle route through Llanddaniel and Star (also affected by route options 5B and 5C), the historical A5 route. Some respondents also note that Llanddaniel is famous for its Ancient Burial Chamber (Bryn Celli Ddu) and Standing Stones, which are important to the Welsh History.
- 18.4.46 **Route option 5E:** One respondent notes that this route option would affect a local historical village within which lies a Tudor Church.
- 18.4.47 **Anglesey Central and South SEC search areas:** A recurring concern is the proximity of the search areas to Bryn Celli Ddu. Other areas of concern are that Anglesey South SEC search area is too close to Llanedwen Church, the only candle lit church on Anglesey, and that due to their length, the proposed underground cables in this search area would run for longer through the AONB, and Grade 1 listed Plas Newydd and Vaynol Estates.
- 18.4.48 By contrast, one respondent notes that **Anglesey South SEC search area** would avoid any impact on the nearby monuments of Caer Idris and Bryn yr Hen Bobl.

NATIONAL GRID'S RESPONSE

National Grid is aware of the archaeological and historic interest of this area and this is being considered in the ongoing design and assessment work and will inform the selection of the options for crossing the Menai. Effects associated with direct disturbance of known or previously unknown archaeology result from any direct burial of cables and will be considered in the Environmental Impact Assessment.

The areas identified for the sealing end compounds are search areas, and are being examined in more detail for the selection of the preferred locations for the sealing end compounds. The heritage assets and their settings are important considerations in this process, and opportunities for any potential further mitigation measures which may also be appropriate will also be considered.

National Grid is aware of the sensitivity of the Bryn Celli Ddu burial chamber and its setting, as well as the other monuments and heritage assets in this area including Plas Newydd and the Vaynol Estate. These were considered in the design of the route options and will remain important considerations in the selection of the preferred route. The settings of scheduled monuments and other heritage assets will be considered in the ongoing design and assessment work as well as within the Environmental Impact Assessment.

Impact on Noise Levels

- 18.4.49 Several respondents express concerns about the potential noise associated with the proposed pylons. Many raise such worries in reference to route option 5A, the other options (5B, 5C and Anglesey South) are less frequently mentioned.

- 18.4.50 With regards to Anglesey Central SEC search area, one respondent is worried that the increased noise levels during operation and construction would impact on their property which is a listed building.

NATIONAL GRID'S RESPONSE

Noise Associated with the Proposed Pylons and Sealing End Compounds

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 and when planning new infrastructure such as that proposed for the North Wales Connection Project we will endeavour to mitigate or even eliminate operational noise impacts on our neighbours.

Deciding where and how to build new high voltage electricity lines and sealing end compounds is a complex issue and we are very aware of the effect this infrastructure can have on local communities. We recognise that overhead transmission lines can produce audible noise when in operation, typically heard as a crackle, a buzz or a hum. For new overhead lines, noise levels and the effect on residential properties are carefully considered. Legislation requires that we submit a detailed Environmental Impact Assessment, in the form of an Environmental Statement alongside our application for a Development Consent Order. The Environmental Statement will be a publically available document and will include the assessment of construction and operational noise and the likely effects on the environment, including local residents. The assessments will follow the methods set out in the appropriate British Standards and guidelines and will set appropriate conditions / requirements on any consent for development.

Noise Associated with Construction

A full construction noise and vibration assessment will be provided by National Grid as part of the Project application process which will be available to the public. This will assess the effects of the construction of the Project including the new pylon route, conductor stringing, road access and any other significant works required as part of the Project, i.e. the sealing end compounds and crossing of the Menai Strait. The assessment methodology will be developed from the experience of noise specialists, applicable British Standards (BS 5228 Parts 1 and 2) and in consultation with the Isle of Anglesey County Council and Gwynedd Council. The assessment will assume best practice for the works, but where the assessment shows that significant effects could occur, then other specific mitigation will be considered to reduce effects further.

Assuming the Project is consented, National Grid, in conjunction with the main contractor, will develop a Code of Construction Practice (CoCP) or Construction Environmental Management Plan (CEMP) which will set out the controls and procedures that the contractor shall abide by to reduce effects. The Project will also have its own Construction Environmental Manager (CEM), in a compliance role, who will be responsible for ensuring that the CoCP or CEMP is complied with; this will be in addition to the contractor's CEM who will be directly responsible for ensuring that procedures are followed. A complaints hotline will be available to members of the public so that any problems can be immediately reported and issues dealt with. With the assessments and the procedures and controls in place, disruption or disturbance to the public caused by the works will be minimised.

Impact on Water Environment and Flooding

18.4.51 One respondent is worried that the heavy machinery would compact the land in this section of the route which would cause the water table to rise. Those who comment on specific route sections, make the following points:

- There is a concern that the new access routes required for route option 5A would cause flooding.
- There is a concern that route options 5D and 5E would impact on the local water supply, which a local farmer relies on for both themselves and also to provide water for their cattle and sheep.
- There is a concern that River Braint, which is within the northern end of the Anglesey Central search area, is prone to flooding. This, the respondent worries, may push the development south and closer to Bryn Celli Ddu.

NATIONAL GRID'S RESPONSE

Potential effects on water resources such as private water supplies will be addressed as part of the hydrology and flood risk section of the Environmental Impact Assessment. Water resource receptors will be subject to scrutiny in respect of contamination from any suspended, dissolved or particulate-bound materials/substances. Good practice mitigation and/or design mitigation will be implemented to provide the required level of protection during the construction and operational stages of the Project such that there will be no significant effect on the water resources and their provision of water supply for human uses.

Any impacts on flood risk associated with the construction phase of the Project will be reduced by best practice methods. Use of heavy machinery will be controlled to a limited space/route to reduce any effect on overland flow and, if possible, suitable mitigation measures could be used to address any outstanding issues related to infiltration and therefore flood risk.

Assessment of flood risk is a key requirement of the Environmental Impact Assessment process and will also inform the ongoing design and assessment work. Welsh Water and Natural Resources Wales will continue to be consulted as part of the Environmental Impact Assessment process.

18.5 Health, Safety and Security**General Health Concerns**

- 18.5.1 Most health related comments focus on concerns about a potential link between leukaemia and the proximity of pylons to residential properties. The majority of those comments come from respondents living in route option 5A. Several respondents also raise concerns about health hazards to children living in Star but without providing further detail.
- 18.5.2 Other health concerns about the proposals include anxiety, depression and noise pollution. One respondent adds that they have an Implantable Cardioverter Defibrillator and worries about the effect the pylons may have on it.
- 18.5.3 Llanfairpwllgwyngyll Community Council warns that they would strongly oppose any cables being placed under homes in their area due to health risks without elaborating further.

NATIONAL GRID'S RESPONSE

Potential Stress Related Effects

National Grid understands that concerns about the potential ill health effects associated with living close to an overhead line could cause anxiety. In an attempt to address or limit these concerns National Grid are committed to following independent guidance set by Government to protect members of the public against electric and magnetic fields (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.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Electric and Magnetic Fields (EMFs)

EMFs are produced wherever electricity is used, and there have been suggestions that exposure to these fields might be a cause of ill health. National Grid fully recognises people's concerns and the uncertain scientific position on this subject.

National Grid takes this issue very seriously and relies on authoritative and independent scientific organisations such as the World Health Organization (WHO), the Scientific Committee on Emerging and Newly Identified Health Risks (SCENIHR) and Public Health England (PHE have assumed overall responsibility for EMFs in the UK on behalf of all the public health boards, including Public Health Wales) to review the worldwide body of scientific evidence in EMFs and health. Summaries of the science can be found at www.emfs.info. We believe it is right that the decision on what is acceptable or not is made independently of National Grid.

Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to our approach. 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 decision-making process for an application for a Development Consent Order in National Policy Statement EN-5.

The WHO, PHE and SCENIHR have considered all of the scientific issues raised which relate to EMF and health, including evidence relating to the full range of possible health effects. Therefore the policies on EMFs which National Grid follows take into account of all issues both positive and negative to reach a conclusion on the science.

Our approach is to ensure that all of our assets comply with those policies, which are set by Government on the advice of their independent advisors. This ensures that health concerns are properly and adequately addressed. The evidence concerning compliance with these

policies as specified in National Policy Statement EN-5, and including the numerical exposure guidelines, will be fully and publically documented in the Development Consent Order application.

Audible 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 and when planning new infrastructure such as that proposed for the Project we will endeavour to mitigate or even eliminate operational noise impacts on our neighbours.

Implantable Medical Devices (AIMDs)

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.

However, National Policy Statement EN-5 states that *“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”* and EU directive 90/385/EEC states that *“Devices must be designed and manufactured in such a way as to remove or minimise as far as possible...risks connected with reasonably foreseeable environmental conditions such as magnetic fields, external electrical influences...”*

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.

Safety Considerations

- 18.5.4 A couple of respondents discuss the safety record of local roads as part of their feedback on Section 5. One of them notes that B4547 Nant-y-Garth, which passes through the Gwynedd SEC search area, has been the scene of a number of serious traffic accidents. Another makes similar remarks with regards to the Anglesey South SEC search area crossing the A55 railway.
- 18.5.5 One respondent is concerned that the proposed sealing end compound in Anglesey Central SEC search area would be too close to their house, which would pose danger to their children. They do not provide further details.

NATIONAL GRID’S RESPONSE

Traffic, Access and Road Safety

Access requirements and the potential effects of access during construction and operation will feed into the ongoing design and assessment work, which will include road safety considerations. Where construction access is required, accesses will be designed with appropriate visibility splays in liaison with the local highways authority. Access will also be considered as part of the Environmental Impact Assessment.

In addition a traffic management plan will be put in place during construction which will seek to reduce effects on the local community. The local community will be kept informed of any planned road closures in advance and appropriate diversions will be in place.

Sealing End Compounds

When completed, sealing end compounds (SEC's) are secure sites surrounded by a palisade fence. The sites are normally un-manned and maintenance traffic is infrequent and light. There will be a requirement to build and leave in place a permanent access track.

During construction the working areas will be securely fenced off to ensure safety for the public is maintained.

18.6 Socio-economic***Impact on Properties/Communities***

- 18.6.1 Many respondents express concerns about the impact the proposals may have on villages in close proximity to the overhead line. Specific places mentioned are Star, Llanddaniel and Llanfairpwll. These are explored in further detail in the relevant subsections below. The concerns are often accompanied by calls for all or parts of the line to be undergrounded given the large number of residents in this section of the route and the comments about the risks the proposals pose to the property values. Some respondents add that if their properties get devalued, this would affect the financial future of their children.
- 18.6.2 Several respondents worry about the perceived impact on Star, noting the village is already exposed to pylons and introducing more in such close proximity to residents would contravene the Holford Rules. Places that are highlighted as particularly important to Star's community and that need to be avoided by the proposals are Capel Pencameddi, Bryn Ffynnon Estate, Stad Gamedd Estate as well as surrounding properties and farmsteads.
- 18.6.3 One respondent notes that route options 5A, 5B and 5C would affect currently unspoilt land that is not on the orange line.
- 18.6.4 As already discussed, a recurring concern across all options is the proximity of the proposed connection to residential properties and the impacts associated with this disturbance. Below we outline some comments that are specific to the suggested route options.
- 18.6.5 **Route option 5A:** This is the option that receives the highest number of comments relating to socio-economic impacts. These are mainly focussed on the impact the proposals may have on Llanddaniel and Gaerwen with some adding that this route option has a high number of residential properties. Respondents describe Llanddaniel as an unspoilt village and many worry that the proposed connection would reduce their properties' value. With regards to Gaerwen, one respondent notes that under the current proposals, pylons would be erected between Gaerwen station hamlet and Gaerwen village, thereby hindering the joining up of the two.
- 18.6.6 Several respondents express concerns that the proposed overhead line would be too close to their properties and call for this to be avoided / mitigated (see the section on Mitigation below).
- 18.6.7 One respondent adds that route option 5A is much longer which would make the Project more expensive.

“Route 5A is much longer which would surely result in financial implications on the project (another aim is to keep cost down). 4. Llanddaniel is a growing community - the impact will be severe. 5. Route 5A is directly in front of my home”

- 18.6.8 By contrast, some respondents favour route option 5A as they believe it would impact on fewer properties and also take the line further away from communities of Llanfairpwll and Menai Bridge.
- 18.6.9 **Route option 5B:** One respondent notes that this option would affect the planning permission and subsequent value of a development they are currently working on.
- 18.6.10 **Route option 5C:** Similarly to the other options, residents in the vicinity of route option 5C are concerned that proposals would bring the transmission cables close to their properties.
- 18.6.11 Conversely, some respondents support this route option as they argue that it would affect fewer properties, particularly in the vicinity of Llanfairpwll. One respondent adds that route option 5C is close to the existing line where local communities are accustomed to having pylons.
- 18.6.12 **Route option 5D:** Many respondents find route options 5D and 5E the most acceptable ones as they are shorter than the rest and follow the existing line, thereby minimising the exposure of new areas to pylons. One respondent adds that choosing one of these options would mean that only two new farms, not currently affected by the existing line, would be impacted on.
- “This would seem to suggest that routes 5D and 5E (to the proposed Anglesey North sealing end compound) would minimise exposure of new areas and new households to the negative effects of power lines. Putting the new line alongside the old one would not materially affect the existing relationships of households already living with pylons, whereas choosing other routes would blight additional areas where people have chosen to live precisely because they were not affected by pylons”*
- 18.6.13 By contrast, comments submitted by property owners living in the area challenge the proposals as the proposed connection would be too close to their homes and public footpaths. One respondent notes that Llanfairpwll residents strongly oppose this route option.
- 18.6.14 **Route option 5E:** This route option is the preferred choice of many participants. While some express their support for both route options 5D and 5E, some find option 5E the most acceptable. This is because they believe that, option 5E would affect fewer properties, would have smaller impact on Llanfairpwll and is the most convenient to be undergrounded should National Grid decide to do it.
- 18.6.15 Llanddaniel Community Council, notwithstanding their opposition to the proposals, state that if pylons are to be erected, they find route option 5E to be best option as the area is less populated and already exposed to pylons.
- 18.6.16 However, a few respondents express reservations towards route option 5E largely over concerns about the potential impact on their properties. A few also highlight that Penmynydd is located in the green belt and locals are not allowed to build on it so they feel the same rules should apply to National Grid.
- 18.6.17 **Route options 5F, 5G and 5H:** A small number of comments relating to socio-economic impact were received about these options with most responses focussing on the potential impact the proposals would have on nearby properties.
- 18.6.18 Conversely, one respondent notes that route option 5F would cause less disruption to the densely populated Bangor outskirts.
- 18.6.19 One respondent notes that their family prefers route option 5H as it follows the existing line of pylons.

- 18.6.20 **Anglesey Central SEC search area:** One respondent is concerned that their listed house would be subjected to noise and disruption. By contrast another member of the public states that this would be the least detrimental option to people living in Anglesey without giving further detail.
- 18.6.21 **Anglesey South SEC search area:** Comments on this search area are often made in conjunction with views on route option 5A. Several respondents worry that a sealing end compound would affect their properties with one of them adding that their home is on a site that has had a house since the Middle Ages. One respondent notes that this search area is too close to populated area.
- 18.6.22 **Anglesey North SEC search area:** Those who support this search area often do so because of their preference for route option 5E. In addition to the presence of industrial installations in this area, others also point out that there are no significant landscape features and few people would be affected.
- 18.6.23 One respondent, however, is concerned that Anglesey North SEC search area is too close to two large villages – Porthaethwy and Llanfairpwll.

NATIONAL GRID'S RESPONSE

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Whilst important, the decision on which route option to progress cannot be made solely based on the opinions of local residents. When designing new routes National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations

Proximity to Property

It is recognised that the options in this section of the route could pass close to residential properties, the effects upon which will need to be carefully considered when selecting a possible route alignment, taking into account the feedback received.

More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment.

Undergrounding

National Grid recognises that the Anglesey AONB and Menai Strait area are sensitive locations, where planning policies and National Grid's statutory duties count against the use of an additional overhead line. As a result National Grid is developing alternative proposals involving the use of underground cables so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 Consultation. For more information on the decision to underground in this area please refer to the Strategic Options Report (January 2015) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

Given the very high additional cost associated with the use of buried cables, the extent of the underground cables either side of the Strait will be subject to very detailed appraisal, informed by the feedback that we have received. This will be balanced against environmental, socio-

economic and technical considerations, including the impact that any new overhead line would have upon local communities such as Penmynydd, Star and Llanfair PG. This balance will also need to be carefully considered for the mainland section of the route, between the sealing end compound search areas and the end of the route at Pentir substation.

Property Value and Sales

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it cannot 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 property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the national policy document with which the final proposed connection will need to comply.

However, the effect of the Project upon the environment experienced by local residents is an important consideration and National Grid understands the concerns that local residents will have about the proposals. In accordance with National Grid's guidance on the siting and routing of infrastructure, the route options were chosen to avoid residential areas as far as possible. National Grid recognises that the visual impact of pylons may be an issue for many local communities and therefore the approach will be to maximise distance from properties where we can. We consider visual effects on properties as part of our assessment work.

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). National Grid works closely with any landowners on whose land our equipment is sited to negotiate compensation terms if this is appropriate.

National Grid recognises that there is a perception that our work could have a potential effect on property values. We will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible through the ongoing design and assessment work. National Grid does not provide compensation to cover any perceived reduction in house value.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Impact on Business/Tourism/Local Economy

- 18.6.24 A large number of comments express concerns that the visibility of the proposed line, particularly from major roads such as A55, B5420 and A5025, would affect the overall image of the island and drive tourists away. These concerns are echoed by the Menai Bridge Heritage Trust who notes that the proposals would damage the tourist value of the Menai Strait, alongside its ecology and landscape. Some urge National Grid to preserve the character of the land for future generations and underground the proposed line.
- 18.6.25 Some farm owners also worry that the proposals would impact on their businesses either by devaluing their farms, posing danger to farm machinery, causing permanent or temporary loss of agricultural land and forcing them to relocate their herds.

- 18.6.26 Several respondents highlight the perceived socio-economic impact on Star should any of the options, particularly Southern Anglesey SEC search areas, 5A, 5B and 5C, go ahead. In addition to holiday cottages and caravan sites, respondents also mention retail outlets and a local nursery that could be affected.
- “Perusal of your ‘Project News - Autumn 2015’ document clearly highlights our objection to these Route Options on Anglesey, namely that Route Options 5A, 5B and 5C would completely ‘box in’ the community of Star and surrounding properties with pylons and 400kV electric cables, resulting in a severe unacceptable visual and environmental impact for many generations to come”*
- 18.6.27 **Route option 5A:** The majority of comments about the socio-economic impact of this option are made in the context of respondents’ concerns about the visual impact of the proposals.
- 18.6.28 There is a widely shared concern that by affecting the views from A5, A55, A4080 and rail tracks, route option 5A would damage the tourist industry on Anglesey. Some respondents raise similar concerns with regards to route options 5B and 5C but options 5A is by far the most frequently mentioned.
- 18.6.29 Other visually sensitive locations that are also described as being popular with tourists include Bryn Celli Ddu, Britannia Bridge and national cycle route 8.
- 18.6.30 With regards to local businesses, some respondents note that the proposals would disturb their farming activities as well as holiday rentals.
- 18.6.31 **Route option 5B:** Most of the comments on route option 5B have been made in the context of its potential impact on Star and as such have been covered in the general section of this chapter.
- 18.6.32 **Route option 5C:** Some respondents note that route option 5C would bring overhead cables and pylons close to tourist destinations within the Star community.
- 18.6.33 **Route option 5D:** One farmer describes how the proposals (both 5D and 5E) would affect their business, particularly during the construction phase by making parts of their land unusable. Another adds that their plans for starting a bed and breakfast would be halted indefinitely if this route option is selected.
- 18.6.34 **Route option 5E:** Notwithstanding their request for undergrounding, several respondents state their support for this route option noting that due to its limited visual impact, it would be less detrimental to the tourist industry.
- 18.6.35 **Anglesey Central SEC search area:** A couple of respondents note that much of the Anglesey Central SEC search area is part of the Plas Newydd park and has an important significance to residents. Moreover, placing the pylons there would disturb the mountain views enjoyed by tourists.
- 18.6.36 By contrast, a couple of respondents express their preference for this search area as it would affect fewer farms and would preserve the views from the popular with tourists Britannia Bridge.
- 18.6.37 **Anglesey South SEC search area:** There are concerns that this search area would affect farming businesses and public footpaths.
- 18.6.38 **Anglesey North SEC search area:** One respondent urges this search area to be avoided as they feel it would bring the proposed pylons too close to the A5025 which is a main tourist route.

NATIONAL GRID'S RESPONSE

National Grid recognises that the Anglesey AONB and Menai Strait area are sensitive locations, where planning policies and National Grid's statutory duties count against the use of an additional overhead line. As a result National Grid is developing alternative proposals involving the use of underground cables so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 Consultation. For more information on the decision to underground in this area please refer to the Strategic Options Report (January 2015) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

Use of underground cables to cross the Menai would substantially mitigate landscape and visual effects in this most sensitive area, helping to maintain the existing visual amenity experienced by local residents and tourists arriving on Anglesey.

Landscape and Visual Effects

A full Landscape and Visual Impact Assessment, including consideration of cumulative effects and a detailed assessment of effects on private views (i.e. views from residential properties), will be undertaken as part of the Environmental Impact Assessment. This will include consideration of important views, both for local people and for tourism, to fully understand the effects on key views and designations such as the Anglesey AONB and the Registered Parks and Gardens, and to reduce effects where possible through routeing and pylon choice.

Landscape and visual effects will be an important factor in determining the final route option and alignment. More detailed assessment is being undertaken to inform the ongoing design and assessment.

Business Survey

A business survey will be undertaken during 2016 that will seek to contact a number of businesses (based on a random selection of business types within Anglesey and Gwynedd). The intention will be to understand the type of businesses available in the area around the North Wales Connection Project and what concerns they may have, and investigate if effects are likely on the business in terms of employment, disruption to the business or effects on their supply chain. From this an understanding of the effects and consideration of potential suitable mitigation measures will be possible and reported as part of the Environmental Impact Assessment.

Tourism and Visitor Behaviour Survey

We will be undertaking a tourism survey as part of the socio-economic assessment. Part of this work will seek to clarify tourism/visitor numbers, which will feed into identification of locations for visitor questionnaires to be completed. The tourism survey will also consider effects on transient visitors (those who are passing through the area) and we shall be working with the landscape specialists to identify potential effects and consider mitigation measures as appropriate. The survey will include questions related to visitor behaviours and perceptions of the Project. This will be used to identify any potential changes in behaviour and perception that could have knock-on effects on the tourism sector on Anglesey and Gwynedd. This work

forms part of the Environmental Impact Assessment and will be reported in the Environmental Statement that will accompany the application for a Development Consent Order.

Effect on Farming

National Grid understands that our activities inevitably affect the operations of farmers whose land we cross. National Grid has already begun discussions with potentially affected landowners to better understand the nature of their farming activities, and will seek to work with them so as to reduce any possible effects as far as practically possible. Examples might include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Site work will be completed within the shortest duration where possible and temporary accesses will be removed following completion. Financial payments are also made to those whose land National Grid's equipment crosses in order to compensate for disruption caused by our works.

Back-checking and Review

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

18.7 Mitigation Measures

Socio-economic Mitigation Measures

- 18.7.1 Respondents ask for properties, listed buildings and tourist attractions to be avoided.
- 18.7.2 A few respondents ask for compensation if their land would be affected.

NATIONAL GRID'S RESPONSE

Throughout the design of the Project National Grid look to reduce the effects through routeing and pylon choice. This includes consideration of proximity to and views from properties, potential effects on heritage assets such as listed buildings and possible effects on tourism, which is recognised as important for the area.

When designing new routes National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations. Ultimately, it is the Secretary of State for Energy and Climate Change who decides whether or not our proposals achieve this balance and should be granted consent

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). National Grid works closely with any landowners on whose land our equipment is sited to negotiate compensation terms if this is appropriate.

Environmental Mitigation Measures

- 18.7.3 By far 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 also ask National Grid to choose the shortest and/or the cheapest route option
- 18.7.4 Anglesey Settled Estates & Uxbridge 88 Trust makes a list of mitigation recommendations to be considered once the proposals take shape. These include:
- Minimising the number of pylons, particularly those near the existing line, and locating them as far from the Menai Strait as possible.
 - Avoiding woodlands.
- 18.7.5 Other environmental mitigation suggestions by members of the public are:
- Placing the metal cables on, beneath or above the bridges to avoid impacting the beauty of Plas Newydd.
 - Hiding the SEC in the Vaynol Estate as the public has limited access to it and trees could be grown to screen it or hiding the SEC in Parc Menai as the area is already industrialised.
 - Minimising as much as possible potential visual impact of the Project.
 - Remove the existing pylons in the vicinity of Menai Strait in order to gain public support for the Project.
 - Follow A55 (no further details provided).
- 18.7.6 There are a number of suggestions about the location of the proposed sealing end compounds so that any adverse impacts are mitigated. These include:
- Cyngor Tref Beaumaris Town Council recommends the Anglesey SECs to be moved further back from the Menai Strait. This, the Council argues, would eliminate the need for an additional sealing end compound and would reduce the potential visual impact.
 - To avoid impacting on local residents, respondents suggest Anglesey North SEC to be moved:
 - closer to Penhysgyn Dump;
 - between Cefn Poeth and Twull-Y-Clawdd ;
 - to the west of Tyddin-y-Felin or to the western end of 5D.
 - Coed Cymru notes that to avoid damaging the ancient woodland at Coed Briant, the Anglesey North SEC search area should be limited to the eastern and western edges of this zone.
 - Other suggestions include moving the Anglesey North SEC search area closer to Star to avoid impacting on Llanfairpwll and eliminate the need for further crossing of local roads; locating it to the north of A55 so the underground cable could pass through the north of Plan Newydd and around the edge of Vaynol and positioning it close to the Park and Ride facility at Llanfair as this would provide easy access for the construction vehicles.
 - One respondent asks if the Anglesey North SEC sealing end compound could not be expanded to reach the existing pylons.

- Llanfair Householders Association calls for the Gwynedd North SEC to be removed and instead Gwynedd South SEC search area to be extended to enable a single swap closer to Pentir.
- A couple of respondents suggest that due to its size, the sealing end compound should be located in a place where it could be well hidden such as the low-lying area of Ceint or the dip by Cefn Poeth.
- Consider a SEC search area where the existing line would be parallel to option 5E.
- One respondent suggests that National Grid should use the viewing spot from Pringles Llanfairpwll when assessing what the best location for a SEC would be.

18.7.7 With regards to the proposed route options, one respondent, notwithstanding their overall opposition to option 5A, notes that if the proposed route is placed lower and closer to the railway tracks, this would reduce the potential visual impact. Another asks for the proposed pylons to be moved 100 yards to the north so it does not block the views from their property.

NATIONAL GRID'S RESPONSE

The opinions of local residents are important to National Grid when designing any new scheme. Consultation feedback helps us to understand the views and concerns of local communities and identify issues that must be considered as part of our ongoing design and assessment work.

Whilst important, the decision on which route option to progress cannot be made solely based on the opinions of local residents. National Grid recognises that route options 5D and 5E run furthest from larger settlements such as Llanddaniel Fab and Llanfair PG, and that route option 5A is furthest from the existing overhead line.

When designing new routes National Grid is required by national policy to strike a balance between environmental, socio-economic, cost and technical considerations. In Section 5 of the route, the technical considerations are particularly important due to the challenges associated with crossing the Menai Strait and the associated infrastructure required. A number of underground cable options are being explored to cross the Menai Strait, including tunnelling or drilling and alternatives such as using the surface or underside of the Britannia Bridge and the possibility of a third Menai road crossing. However, any such solution must meet the requirements of National Grid in terms of safety and security of supply, as well as timescales required for connecting Wylfa Newydd.

In the Menai area we need to take into account possible locations for the sealing end compounds where the overhead line would transfer to cables, and the technical and environmental complexity associated with crossing the Menai Strait. Detailed investigation work to identify technically feasible crossing routes is progressing along the Menai Strait.

Landscape and Visual Effects

A full Landscape and Visual Impact Assessment, including consideration of cumulative effects and a detailed assessment of effects on private views (i.e. views from residential properties), will be undertaken as part of the Environmental Impact Assessment. This will include consideration of important views, both for local people and for tourism, to fully understand the effects on key views and designations such as the Anglesey AONB and the Registered Parks and Gardens.

More detailed assessment is being undertaken to inform the ongoing design and assessment. Throughout the design of the Project National Grid look to reduce effects through routeing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

Alternative Suggestions

National Grid welcomes comments concerning alternative routes and locations for the sealing end compounds and the significance of the effects that might be experienced by local residents and businesses. These will be considered as part of the ongoing design and assessment work and where considered appropriate, routes may be amended so as to further reduce these potential effects. Any such amendments will be presented for further public review and comment during the next period of consultation.

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 contract National Grid has with the electricity generator. The delivery and cost of the Project required to meet the contract is regulated by Ofgem. It is not possible within the regulatory framework within which National Grid operates to extend the scope of a project beyond that needed to connect the generator. In respect of the North Wales Connection Project, these constraints mean that it is not possible to fund undergrounding the existing line as part of the North Wales Connection Project as it is not a system requirement.

We have committed to undergrounding the section of the new Wylfa to Pentir connection that goes through the Anglesey AONB and Menai Strait, recognising the special qualities of this area.

19 FEEDBACK RECEIVED ON THE CONSULTATION

19.1 Introduction

19.1.1 This chapter of the Consultation Feedback Report considers the feedback received from the public and non-technical stakeholders about how the consultation has been carried out, including feedback on the consultation methods used and the information presented.

19.2 Comments on Events

19.2.1 Many respondents criticise the consultation events stating that they were not well publicised, too limited in scope and staff there were unwilling to answer questions or collect verbal feedback. Several members of the public also express their disappointment that no consultation events were held in Llanddaniel.

19.2.2 Conversely, other respondents are pleased with the consultation events and the level of knowledge displayed by the National Grid team.

“The staff at the public exhibitions appeared knowledgeable about the proposals as documented, but unable/unwilling to answer even very simple technical questions outside a very tight brief”

NATIONAL GRID'S RESPONSE

National Grid is aware people have questions about our work and it is important that we answer these as thoroughly as we can. Our staff strive to be helpful and friendly when listening to any concerns that people might have. At each event we aim to have a qualified and experienced team on hand with varying expertise. We encourage each team member to answer questions within their own specialist area and as such they are not expected to answer every question. In instances where a member of staff does not know the answer to a query, they, where possible, refer attendees to an alternative member of the team who may be able to help.

We looked into holding an event at the school in Llanddaniel Fab but it was unavailable during evenings and weekends due to regular clubs/activities. As we were unable to find an alternative venue in the village itself we held an event nearby in Gaerwen.

National Grid developed a consultation strategy with input from Isle of Anglesey County Council and Gwynedd Council who approved our recommendation for 16 events across a ten week consultation period. We organised events in a spread of locations across the Project area, that ran in afternoons and evenings and included weekend events to make sure as many people as possible were able to attend.

19.3 Comments on Information

19.3.1 Some respondents challenge the content of information provided by National Grid describing it as misleading, too complicated or biased. A few members of the public add that they have received contradictory information from National Grid's representatives.

- 19.3.2 Other respondent's areas of concern include the perceived lack of sufficient impact assessment studies and incomplete or inaccurate information. One respondent questions the accuracy of the information presented, noting that they could not find the picnic point and car parks at Llyn Alaw to which National Grid referred in the consultation documents.
- 19.3.3 A couple of respondents argue that many local residents were under the impression that the proposed line in Section 5 would be undergrounded so they did not respond to the consultation.
- 19.3.4 In contrast, some respondents are impressed with the level of detail and the overall presentation of the consultation information. Several also praise the opportunity to respond to the consultation in Welsh.

NATIONAL GRID'S RESPONSE

We held this stage of consultation to ask for feedback on our different route options and sealing end compound search areas. While our proposals are not fully developed yet it is important to update people and ask for feedback at each stage of our work. This helps us to refine our options. We provided as much detail as was available at this stage.

We provide different materials for people who require different levels of information. We make documents like our newsletter and Overview as clear and concise as possible. For those who would like more detailed technical information, documents like our Wylfa to Pentir Route Options Report (October 2015) are available online and at events.

While we are not able to visit everyone in person, we write to everyone within our Project area to update them on the latest Project developments and let them know about upcoming events. We are also speaking with landowners near our proposed route options to see how we can reduce any potential effects of our work.

Accuracy of Information

We have to balance a range of factors when we propose a new connection from landscape and communities to heritage, ecology and cost. Our regulator Ofgem asks us to consider cost carefully as everything we spend is passed on to energy consumers in their bills. We provided more information on this in our consultation newsletter, overview and project film which we made available online and each of our events. We also made our materials available at libraries and a number of information points across the Project area. All information used was subject to a thorough and detailed review process to ensure accuracy.

Our proposals are for an overhead connection with underground cables at the Menai Strait and Anglesey AONB as we feel this is the option that strikes the best balance between everything we have to consider. During our consultation we wanted to be clear about our proposals. The maps on display at our consultation events and in our project newsletter showed several route options and were labelled "overhead line route options" in the map legend. They also showed our underground cable search area, marking it in a thick, black outline to differentiate it from our overhead lines options. This was also labelled in the legend.

Technical Work, Studies and Assessments

We aim to produce all our materials as clearly and concisely as possible and produce different documents for those that require varying levels of information. While we understand that not everyone will agree with our proposals it is important that we explain our work thoroughly so people can see why how and why we have developed our proposals. We have carried out and

continue to undertake a number of in-depth environmental and socio-economic studies. Using the information available, we pointed to a number of the key sites in our materials and on our maps to give respondents a clear idea of the considerations in the area to help inform their feedback.

19.4 Comments on Materials

- 19.4.1 The majority of the comments on the consultation materials are positive, with respondents highlighting the usefulness of the maps.
- 19.4.2 Those who are dissatisfied with the consultation materials cite the lack of 3D visualisations of the proposed pylons, unclear diagrams, and blurred maps. Some point out that the different maps of Section 2 do not match, with one (the OS map) being incorrect.
- 19.4.3 Anglesey Committee on Pylons criticises the presentation delivered by National Grid for not being bilingual and adds that the minutes from meetings were not shared with all parties who were present.
- 19.4.4 Some respondents criticise the feedback forms, arguing that their format was designed to elicit support for the proposals rather than give respondents an opportunity to request alternatives.

NATIONAL GRID'S RESPONSE

Maps and Graphics

The amount of work that goes into developing a connection is incredibly detailed and can be complicated but we aim to present information as clearly and concisely as possible. We used maps and graphics where appropriate to explain the proposed route options and some of the processes we need to follow. Additional information was available in the technical documents for those that wanted to find out more. The project website also has an interactive map where users can search for properties by postcode to assess their proximity to our proposals.

We had large scale maps at all of our events which showed each section of our proposed route in more detail and against different constraints. Due to the size of the project area we had to balance the need to show all of our proposed routes in each section against identifying specific locations. We felt that A0 sized maps showed the best mix of overall geographical detail, our proposals and smaller communities and properties. Our maps were also available on our consultation website and had a zoom function for users who wanted a closer view of the proposals.

Feedback Forms

Our second stage of consultation told people about how our proposals had developed since our first consultation in 2012. In January 2015 we announced that we had selected the Orange Corridor as our preferred corridor for a new route. In October 2015 we showed people the different route options, our sealing end compound search areas and our underground cable search area. We also told people about how we had taken their feedback into account and outlined a timeline for the Project in the future.

We aim to make our feedback forms as user friendly as possible, both online and in print. We posed our questions as clearly as possible and used colour coding in each section of the form

to clearly correspond with our route options. The feedback forms also allowed space for providing any other comments on the Project. Our contact details were clearly marked on the front of the form and throughout our website for any queries regarding feedback. Our community relations team was on hand via email or our freephone telephone number to help answer any queries about the form.

Ongoing Discussions and Updates

We are talking with land and property owners close to our proposed route options to carry out surveys and find out how we could reduce any potential effects of our work. While we are not able to visit everyone in the area, regular project updates and events are a good way for those interested in the Project to find out more and tell us their views. We will continue to ask for people's comments as our work continues and our community relations team is on hand in between consultations to answer any questions.

Where meetings are held with organisations, we try where possible to provide bilingual presentations. Not all meetings are minuted by National Grid, but we would be happy to review and comment on minutes provided by others.

19.5 Comments on the Consultation Process

19.5.1 The majority of the comments on the consultation process are negative, with a common criticism being that National Grid is ignoring previous feedback by ruling out a subsea or underground connection. Many members of the public, including those who responded as part of an organised submission, state that they believe National Grid is unlikely to be influenced by the consultation feedback.

“At all previous session set up by yourselves it appears that you have already decided that the only option is overhead cables and pylons. You appear to be just going through the necessary consultation process and despite the vast majority of opinion you will still go against the people’s views that no more overhead cables and pylons are wanted”

19.5.2 Some respondents, including Anglesey Committee on Pylons, note that this perceived lack of influence makes people feel powerless and leads to consultation fatigue. In light of those challenges, many respondents urge National Grid to listen to respondents' comments and respect residents' wishes.

19.5.3 Anglesey Committee on Pylons argues that National Grid is unwilling to engage with local representatives and does not assign enough weight to their feedback.

19.5.4 Several respondents also complain that in their current form, the proposals are setting local communities against each other.

19.5.5 A couple of respondents report problems with the online questionnaire with one of them criticising the word limit.

19.5.6 One respondent notes that the level of education in Anglesey varies and this could affect the response rate, thereby disadvantaging some locations.

19.5.7 In contrast, several respondents support the consultation process stating that it was well organised and gave them an opportunity to express their views. Related to this, several respondents ask to be kept updated and invited to take part in the next stages of consultation.

NATIONAL GRID'S RESPONSE

Progress Made to Date

When designing new routes 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. Ultimately, it is the Secretary of State for Energy and Climate Change who decides whether or not our proposals achieve this balance and should be granted consent.

Although it is recognised that a subsea or fully underground alternative would reduce the long-term visual effect of the connection, National Grid has made the decision to progress with an overhead line (save in respect of the Menai Strait) because it was considered this would best achieve an appropriate balance between National Grid's technical, economic, amenity and environmental obligations. The Strategic Options Report (January 2015) contains further information on this decision.

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

This section of the Consultation Feedback Report is focussed on comments regarding the consultation process and/or the materials used. Responses to feedback regarding the Project and decisions that have been made (such as those relating to the strategic options considered) are provided within other sections of this report.

Importance of Feedback

Feedback is really important as it helps us to refine our proposals and find out about places we need to avoid or consider. Our proposals are always developing so we need input from local people to help shape them. It is important that we keep people up to date at each stage of our work. But while feedback is important, we need to balance this alongside all of the other factors we have to consider. Consultation is not simply about choosing the most popular option and we have to follow the rules set out for us by the UK government and Ofgem. Ultimately, we need to strike a balance between many considerations and it is the Secretary of State who will decide if we have got this right.

We review all the comments we receive and they play a really valuable part in helping us to develop our proposals. Our Overview document points to some of the ways we have taken on board feedback so far. For example, people told us in our first consultation that the Menai Strait was highly valued so National Grid is proposing an underground connection here. Our technical documents like our Wylfa to Pentir Route Options Report (October 2015) also explain how comments have helped to shape our current proposals. Local people know the area best and can tell us about places we need to avoid or consider really carefully. When National Grid is not able to act on the comments received we explain why. For example, our Stage 1 Feedback Report (June 2014) and Strategic Options Report (January 2015) explains why we are not proposing a subsea connection.

Our proposals are always developing and we encourage people to continue to get involved as their feedback can really make a difference to our work. We are grateful for any insight local people can offer on our proposals.

National Grid is committed to keeping people up to date throughout the lifecycle of the Project. As we continue our work we will be sending out regular bulletins and keeping our website updated with the latest Project news. Registering for online updates at www.nationalgrid.com/northwalesconnection is a good way to keep up to speed with the Project. We also encourage people to get in touch with our Community Relations Team on 0800 990 3567 or at nationalgrid@northwalesconnection.com if they have any queries in between updates.

Consultation Strategy

We wanted as many people as possible to take part in the consultation and give us their feedback. We developed a Consultation Strategy with input from Isle of Anglesey County Council and Gwynedd Council which included our plans for publicising the consultation. This included:

- Sending our Project newsletter and including consultation dates and a map of our proposals to c.15,000 addresses within an agreed consultation zone
- Advertising our consultation in local and regional newspapers
- Posting 20 information points across the consultation area which contained copies of our materials
- Updating our website with all materials and consultation event dates.
- Updating local media at key milestones of the consultation such as when there was 'one month to go' and before it closed
- Tweeting key dates via National Grid's corporate Twitter account
- Updating text service and email subscribers on key dates.

Overall Response to Consultation

Overall we felt we had a good response to our consultation and found that more people responded to this stage of consultation than at our first stage in 2012. Many people also came to our consultation events and spoke to our team.

Access to Information

We know that people have different preferences for how they access information, whether that be online or through a newsletter and feel it's important to use a range of communication methods to engage with people. This included online, direct mailings of materials, information points and a Project film. To make sure we got this mix right, we sought approval of our Consultation Strategy from the local authorities. We will continue to review how we engage with people and take on board feedback as we work towards our next stage of consultation in the autumn.

We send out our Project newsletters in National Grid branded envelopes to help make sure they are easily identifiable to recipients. We understand that some letters could be mistakenly thrown away which is why we publicise our consultation in a variety of ways (as detailed above).

We provide different materials for people who require different levels of information. We make documents like our newsletter and Overview as clear and concise as possible for all to read and understand. For those who would like more detailed technical information, documents like our Wylfa to Pentir Route Options Report (October 2015) are available online and at events.

19.6 Suggestions for Improvement

19.6.1 Respondents make a series of recommendations about how National Grid could improve the next round of consultation. These include:

- Better use of social media so Anglesey tourists could also give their feedback.
- Door to door visits so potentially affected residents could be introduced to the proposals.
- Holding public meetings with local councillors present.
- Holding more public events over a longer period.
- Engaging with landowners before materials are developed.
- Advertising the consultation process better.
- Hosting an interactive online Q&A facility so respondents can see each other's comments.
- Commissioning an independent impact assessment.
- Commissioning a public enquiry in alternative connections such as subsea or underground.
- Providing ground view visualisations so respondents can imagine better the potential visual impact.

NATIONAL GRID'S RESPONSE

National Grid is always keen to improve the way we reach people and update them on the Project. National Grid worked with local authorities to develop our Stage 2 Consultation Strategy and get their input on the best way to engage with people. Before our next stage of consultation (Stage 3) National Grid will draft a Statement of Community Consultation (SOCC) and look at feedback to help us think about any new ways to reach people. For example, we are looking to see if we can improve our social media presence before our next stage of consultation. We will also consider how we can use equipment like 3D models to help give people an idea of what our proposals would ultimately look like.

National Grid is not able to visit everybody at their homes but we are speaking with land and homeowners close to our proposals to see how we can reduce any possible impacts of our work. We organised our consultation events to have an even spread across the project area. Going forward, we'll review these locations and speak with local authorities for their input to see if we should consider alternative or additional areas for our events.

We advertised our consultation in local and regional media before this stage of consultation. We'll do this again before the next stage to make sure as many people as possible know about our events.

Following our consultation we were invited by Albert Owen MP to attend a public meeting on our proposals. If similar meetings are organised in the future we'll also look at if we're able to attend these too.

We know that our work at the Menai Strait is a key concern for many people and we are carrying out a lot of work at the moment to see how we could put the connection underground

here. When we know more, we'll update people and ask for their views. We're planning to hold more information events in Summer 2016.

When we receive people's comments we spend a lot of time carefully analysing them. We are as accurate as possible in recording people's views in our feedback reports and summarise all the themes that are raised so that everyone is able to see what has been said and how we have responded.

We wanted as many people as possible to attend our events so publicised them in local media, on our website and in our newsletters and Overviews. During events we used dual-language boards and, during good weather conditions, flags to indicate to attendees where the venue was. In larger venues, we also used signage inside the building to direct people to the correct room.

An Environmental Impact Assessment is in the process of being undertaken and will be reported in the Environmental Statement that will accompany the application for a Development Consent Order. Once the application has been accepted, this will be made available by the Planning Inspectorate for people to read.

19.7 Requests for More Information

19.7.1 Respondents request more information and/or further studies on a number of topics; these include:

- The geological, environmental, health and ecological impact of the Project; one respondent adds that studies regarding Whooper Swans must take into account that the swans also visit other areas, and another questions the thoroughness of the studies conducted so far.
- Types and level of compensation that would be offered to affected landowners.
- Cost of the Project, including how the cost was calculated and by how much subsea or undergrounding would increase the cost per unit of electricity.
- More details on the proposed undergrounding at Menai Strait - some respondents add that they cannot comment on the proposals in Section 5 until they find out more about how National Grid is planning to cross the Strait.
- More details on the potential locations and types of the proposed pylons.
- The need case for the proposed connection and why the Wylfa supply was not factored into the Western Link system.
- More information on whether the proposed two Irish Sea wind farm applications would lead to cumulative visual impact in the area.
- More information on why subsea connection was discarded.

NATIONAL GRID'S RESPONSE

Environmental Considerations and Surveys

Environmental considerations have been taken into account during the decision making process undertaken to date, and will continue to inform the ongoing design and assessment work, alongside technical considerations, effects on communities and cost. This work will be informed by ongoing environmental surveys, which include habitat and protected species surveys, including Whooper swan, and geological considerations.

An Environmental Impact Assessment will be undertaken of the Project and will identify and assess the potential effects which may arise from the Project. Suitable mitigation measures will be considered to reduce effects where appropriate. The Environmental Impact Assessment will be reported in the Environmental Statement that will accompany the application for a Development Consent Order.

With specific regard to protected species, National Grid will continue to consult with and take advice from Natural Resources Wales to ensure any effects of the Project on protected species are reduced where possible.

Health Concerns

National Grid takes health concerns and potential effects very seriously. Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to our approach. The scope of an assessment of the effects of the Project on health and well-being is being discussed with Isle of Anglesey County Council and Gwynedd Council.

Compensation and Property Value and Sales

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it cannot 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 property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the national policy document with which the final proposed connection will need to comply.

However, the effect of the Project upon the environment experienced by local residents is an important consideration and National Grid understands the concerns that local residents will have about the proposals. In accordance with National Grid's guidance on the siting and routing of infrastructure, the route options were chosen to avoid residential areas as far as possible. National Grid recognises that the visual impact of pylons may be an issue for many local communities and therefore the approach will be to maximise distance from properties where we can. We consider visual effects on properties as part of our assessment work.

More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment.

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). National Grid works closely

with any landowners on whose land our equipment is sited to negotiate compensation terms if this is appropriate.

National Grid recognises that there is a perception that our work could have a potential effect on property values. We will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible through the ongoing design and assessment work. National Grid does not provide compensation to cover any perceived reduction in house value.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Overall Project Cost and Cost to Consumers

National Grid has to consider the cost of the Project as this is ultimately passed onto consumers in their electricity bills. The overall capital cost for the Project if subsea cables were used is estimated at between £1.13 billion and £1.38 billion for HVDC, and between £1.26 billion and £1.47 billion for AC subsea connections as set out in our Strategic Options Report (January 2015). This compares to £519 million for the strategic option that involves an overhead line between Wylfa and Pentir, and £940 million for a wholly underground option between the two sites. Our preferred option of an overhead line with an underground section at the Menai Strait requires an additional £35-50m for undergrounding on top of the cost of the overhead line option. When taking into account lifetime costs, the cost difference widens further. The high costs and technical risk associated with subsea connections were taken into account when determining National Grid's preferred option.

We are re-costing the strategic options to provide a more detailed estimate of actual Project costs as part of our ongoing work and this information will be made available for the statutory consultation (Stage 3 Consultation).

As a business National Grid is regulated by Ofgem and must consider the cost of investment and the impact on electricity bills. Although an investment in an area cannot be directly apportioned to each individual household, based on an average annual domestic electricity bill of £600 (Ofgem, October 2013), National Grid's electricity transmission charge is £19.93, around 3.3% of the average customer bill.

This includes National Grid's costs to invest in the grid, as well as the connections to large offshore wind farms but does not include the high-voltage grids in Scotland - which National Grid doesn't own.

During the development process the capital and whole life costs are updated at key stages as a more detailed design evolves. These costs are back checked against previous options to ensure the decisions are still valid with changes in technology.

National Grid applies unit prices based upon recent contract prices for each element of work. These prices are regularly reviewed and are applied consistently across each of the connection design options considered.

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society.

National Grid will need to demonstrate that any final proposal would comply with relevant government policy.

Undergrounding at the Menai Strait

We know that our work at the Menai Strait is a key concern for many people and we are carrying out a lot of work at the moment to see how we could put the connection underground here. Further information on the potential location or location options for crossing the Menai will be available in summer 2016.

National Grid needs to balance complex engineering, environmental, socio-economic and cost considerations when identifying the most appropriate overall design solution for crossing the Menai. The technical challenges of crossing the Menai may dictate the technology used and viability of certain locations. Until our work on the technical feasibility of potential crossing options has progressed further it is not possible to provide further detail.

Pylon Locations and Types

National Grid is undertaking further detailed appraisal of the route options presented and is considering the feedback received from stakeholder organisations and local communities. This will inform the identification of the most appropriate route option, and will help National Grid to design in more detail any new line within this route. As part of this detailed design National Grid will present information about the type and potential location of any pylons that might be used. Pylon types under consideration include 'normal' steel lattice pylons, lower height steel lattice pylons and the new T-pylon designs.

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 North Wales, we need to connect Horizon Nuclear Power's proposed nuclear power station, Wylfa Newydd. To do this, we need to build a new connection as we cannot securely use the existing line to carry all of the electricity that will be generated.

The need for the Project is set out in more detail in National Grid's updated Need Case document (January 2015).

Irish Sea Wind Farm Applications and Cumulative Visual Impact

Cumulative landscape and visual effects will be fully considered in the Environmental Impact Assessment. The study area for the cumulative landscape and visual effects assessment will be defined by combining the zones of theoretical visibility (ZTV) for each of the proposed developments to be included within the cumulative assessment, including Codling Park offshore and Greenwire onshore wind farms. Where the ZTVs overlap there will be the potential for people to be able to see one or more of the developments and therefore may experience cumulative visual effects. Developments which will be considered will include those under construction; permitted but not yet implemented; submitted but not yet determined; projects on the Planning Inspectorate's programme of projects; and those identified in development plans and other plans which are reasonably likely to come forward during the timeframe of the application for the proposed scheme.

Subsea connection

Through its Options Appraisal process National Grid identified and assessed a number of strategic options, including both wholly underground and subsea options - please see the Strategic Options Report (January 2015) for more detail. Through this process, potential high level impacts on the environment and socio-economic impacts were assessed.

With regard to subsea connections to Deeside (Strategic Option 1) or Deeside and Pembroke (Strategic Option 2), National Grid concluded that the use of AC did not offer any benefit over the use of HVDC cables. For a subsea connection to Pentir, National Grid concluded the use of either HVDC or AC cables would be possible, due to the distance being much shorter. Deeside and Pembroke were selected as mainland terminus locations due to the existing infrastructure located there and the strong connection into the existing electricity transmission network. Alternative mainland terminus locations would have required works to the onshore transmission network as well as the subsea connection, therefore increasing the cost and potential effects of the connection.

The National Electricity Transmission System Security and Quality of Supply Standards (NETS SQSS) establish a coordinated set of criteria and methodologies that are used in the planning and operation of the National Electricity Transmission System, or NETS. The NETS SQSS defines performance requirements for a range of operating conditions. Each of the Strategic Options considered were initially assessed by National Grid to ensure that the transmission system would comply with the minimum standards for security and quality of supply as defined in the NETS SQSS. This work identified that in order to comply with the NETS SQSS, two HVDC circuits would be required for Strategic Options 1 and 2, each with a capacity of 2,000 MW.

It is important to note that HVDC of the type needed for the Project (Voltage Source Converter) is an evolving technology and there are no HVDC systems of this type and capacity installed anywhere in the world. For the HVDC options this represents a technical and financial risk. Additionally, for HVDC connections, new converter stations would be required at the ends of each connection. A typical converter station would be the size of a large DIY warehouse and so would give rise to its own, albeit localised, effects.

With regard to a subsea connection, there are environmental considerations that National Grid needs to consider when it lays subsea cables – such as the potential effect on marine and coastal environments. Construction for a subsea/underground option requires a larger working area than that required for an overhead line.

PART IV: FEEDBACK RECEIVED BETWEEN STAGE 1 AND STAGE 2 CONSULTATIONS

20 FEEDBACK RECEIVED BETWEEN STAGE 1 AND STAGE 2 CONSULTATIONS

20.1 Introduction

- 20.1.1 **Chapter 19** provides a summary of the representations received following finalisation of the Stage 1 Feedback Report in June 2014 and before the start of the Stage 2 consultation period in October 2015 and sets out National Grid's response.
- 20.1.2 The feedback received in this period between the Stage 1 and Stage 2 consultations has been reviewed and considered in full. It should be noted that this feedback has not been through the coding and analysis process that the feedback received during the Stage 2 consultation period has been subject to (as described in **Chapter 5** 'Feedback Mechanisms').
- 20.1.3 Within this chapter there are theme headings which have been derived from the themes which emerged from feedback in the period between the two stages of consultation. Under each theme heading there are a number of more specific topics which set out a summary of the feedback received for that topic. National Grid's responses are set out in boxes below these summaries.
- 20.1.4 Feedback from technical stakeholders, non-technical stakeholders and the public is all considered within this chapter, rather than separately as with the feedback received during the Stage 2 consultation. In some cases references have been made to clearly identify comments from specific technical and non-technical stakeholders.
- 20.1.5 Feedback responses are summarised below, categorised under the themes and topics raised.

20.2 General Comments

Comments on the Need Case

- 20.2.1 Respondents comment on the need case for the Project and argue that the Project does not benefit Wales, as the additional generation and transmission capacity is being developed to meet demand from outside of Wales. Respondents question whether the existing overhead line could be replaced or capacity increased to avoid the need for a new connection. Some responses, object to Wylfa Newydd and the principle of nuclear power generation.

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 North Wales, we need to connect Horizon Nuclear Power's proposed nuclear power station, Wylfa Newydd. To do this, we need to build a new connection as we cannot securely use the existing line to carry all of the electricity that will be generated.

In order to safeguard the reliable operation of the grid system, National Grid cannot allow a power station wishing to generate more than 1.8GW of power to be connected using a typical transmission line, such as the existing overhead line between Wylfa and Pentir. This limitation

is set out in the Security and Quality of Supply Standards which govern the design and operation of the electricity system in the UK. Given that the proposed Wylfa Newydd power station would generate 2.8GW of power, a second connection would be needed to take power from Wylfa to the wider transmission system.

The need for the Project is set out in more detail in National Grid's updated Project Need Case (January 2015).

Wylfa Newydd

National Grid is contractually bound to connect a 2.8GW nuclear power station, which is proposed to be constructed by Horizon Nuclear Power at Wylfa, known as Wylfa Newydd. The need for Wylfa Newydd and the certainty surrounding the development are not considerations that National Grid can take in to account, but instead must work towards meeting our contractual obligations on the basis that the new nuclear power station goes ahead. If, for any reason, Wylfa Newydd does not go ahead, National Grid would not build a connection for it.

Overhead Lines/Underground/Subsea

- 20.2.2 In the context of their concerns about the cumulative visual impact of the proposed new line and the consequences this would have for the landscape and property prices, some respondents state their opposition to any overhead lines. Related to this, many respondents, including Caernarfon Town Council, call for the proposed line to be placed underground. The Anglesey One Voice Wales Committee supports the subsea option.

NATIONAL GRID'S RESPONSE

Cumulative Visual Impact

National Grid understands the concerns that local residents and stakeholders have about the proposals. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work.

National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the impact upon the landscape of Anglesey as a whole. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment. Potential cumulative landscape and visual effects will also be fully considered in the Environmental Impact Assessment.

Throughout the design of the Project, National Grid has and will continue to look to reduce the effects through routing and pylon choice. Opportunities for mitigation planting will also be

explored to reduce effects. This will be undertaken in conjunction with landowners.

For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa-Pentir Preferred Route Corridor Selection Report (October 2015).

Property Value and Sales

In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it cannot 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 property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the national policy document with which the final proposed connection will need to comply.

However, the effect of the Project upon the environment experienced by local residents is an important consideration and National Grid understands the concerns that local residents will have about the proposals. In accordance with National Grid's guidance on the siting and routing of infrastructure, the route options were chosen to avoid residential areas as far as possible. National Grid recognises that the visual impact of pylons may be an issue for many local communities and therefore the approach will be to maximise distance from properties where we can. We consider visual effects on properties as part of our assessment work.

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). National Grid works closely with any landowners on whose land our equipment is sited to negotiate compensation terms if this is appropriate.

National Grid recognises that there is a perception that our work could have a potential effect on property values. We will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible through the ongoing design and assessment work. National Grid does not provide compensation to cover any perceived reduction in house value.

National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. National Grid is happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Undergrounding

When designing new routes 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. Ultimately, it is the Secretary of State for Energy and Climate Change who decides whether or not our proposals achieve this balance and should be granted consent.

Although it is recognised that undergrounding would reduce the visual effect of the Project, National Grid has made the decision to progress with an overhead line (save in respect of the Menai Strait) because it was considered this would best achieve an appropriate balance between National Grid's technical, economic, amenity and environmental obligations. The Strategic Options Report (January 2015) contains further information on this decision.

The decision to underground at the Menai Strait and Anglesey Area of Outstanding Natural Beauty (AONB) reflects the importance of this area to local people, businesses and tourists. This area is subject to an important statutory designation which carries significant weight and which we must give due consideration to when making decisions on which route to take forward.

Planning policies and National Grid's statutory duties count against the use of an additional overhead line in at the Menai Strait and Anglesey AONB. As a result National Grid is developing alternative proposals involving the use of underground technologies so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 consultation. National Grid has a duty to keep any impacts as low as possible on important considerations such landscape and views, communities, tourism and heritage.

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

Subsea

A subsea connection would cost hundreds of millions of pounds more than our proposed option. Cost is important as everything we spend is passed on to all of us through our energy bills. That is why the UK government and our regulator Ofgem require us to develop proposals which represent value for money for consumers.

A nuclear power station has never been directly connected by HVDC (high voltage direct current) links which is a major technical challenge. We are not sure how long it would take to solve this which could put the Project at risk.

Fixing faults on subsea cables is challenging and could take up to six months. During this time, Wylfa Newydd would have to reduce the amount of power it generates. For all these reasons, we do not feel a subsea connection is the right option.

More information can be found in our Strategic Options Report (January 2015) about how we considered different options.

Comments on Other Development in the Area

- 20.2.3 One respondent questions whether the route will be protected against emerging other development such as wind farms.

NATIONAL GRID'S RESPONSE

The route corridor will not be protected (safeguarded) against any other emerging development in the area. Where development proposals come forward during the pre-application stage of our Project, these will be considered as necessary during the ongoing design, review and assessment work.

Comments on Other Development in the Area

- 20.2.4 One respondent asks if any thought has been given to an option that could recover the waste heat generated in cable cooling systems when underground, noting that some communities may be served by this heat.

NATIONAL GRID'S RESPONSE

Cooling systems are not installed with underground cables; instead the design and layout of the cables use separation distances and the ground to dissipate any heat generated. Waste heat recovery systems are not utilised due to the sensitive nature of the cables, which are carefully designed to minimise interference. In addition, cable routes are deliberately located away from centres of population and other developments to reduce the potential for interference during operation, and therefore are usually remote from the areas that could utilise waste heat.

20.3 Cost**Comments on Overall Project Cost**

- 20.3.1 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.
- 20.3.2 The suggestion most frequently put forward in responses relating to cost is that there has been too much focus on the overall cost of the Project in developing the proposals, at the expense of other considerations - particularly minimising the social and economic impact of a new electricity connection.
- 20.3.3 A related argument put forward by a number of respondents is that the use of overhead power lines will ultimately be more expensive, as long-term costs, such as maintaining the pylons over the 40 year life of the Project, have not been taken into account.

NATIONAL GRID'S RESPONSE**Overall Project Cost and Cost to Consumers**

National Grid has to consider the cost of the Project as this is ultimately passed onto consumers in their electricity bills. The overall capital cost for the Project if subsea cables were used is estimated at between £1.13 billion and £1.38 billion for HVDC, and between £1.26 billion and £1.47 billion for AC subsea connections as set out in our Strategic Options Report (January 2015). This compares to £519 million for the strategic option that involves an overhead line between Wylfa and Pentir, and £940 million for a wholly underground option between the two sites. Our preferred option of an overhead line with an underground section at the Menai Strait requires an additional £35-50m for undergrounding on top of the cost of the overhead line option. When taking into account lifetime costs, the cost difference widens further. The high costs and technical risk associated with subsea connections were taken into account when determining National Grid's preferred option.

We are re-costing the strategic options to provide a more detailed estimate of actual Project

costs as part of our ongoing work and this information will be made available for the statutory consultation (Stage 3 Consultation).

As a business National Grid is regulated by Ofgem and must consider the cost of investment and the impact on electricity bills. Although an investment in an area cannot be directly apportioned to each individual household, based on an average annual domestic electricity bill of £600 (Ofgem, October 2013), National Grid's electricity transmission charge is £19.93, around 3.3% of the average customer bill.

This includes National Grid's costs to invest in the grid, as well as the connections to large offshore wind farms but does not include the high-voltage grids in Scotland - which National Grid doesn't own.

Throughout the development process the capital and whole life costs are continually updated to reflect the more detailed stage of the Project and these costs are back checked against previous options to ensure the decisions are still valid with changes in technology.

Environment and Socio-economic Considerations

Through careful routing and design National Grid has sought to avoid or significantly reduce any adverse effects on the environment and social and economic receptors. This has included consideration of farming and other businesses operating along the route, including tourist destinations and visitor accommodation, together with proximity to properties and views of the route options. We are working with farmers to understand how they use their land and see if we can site our equipment to reduce potential effects on farming activities.

National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. National Grid notes the need to demonstrate that any final proposal will comply with relevant government policy.

Maintenance Costs of Overhead Lines

The 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.

20.4 Engineering, Design and Construction

- 20.4.1 One respondent is concerned with potential power failures resulting from the proposed overhead line and asks if National Grid has calculated the costs of providing compensation to affected parties from potential power failures.

NATIONAL GRID'S RESPONSE

National Grid design and operate the system such that there will be no interruption to supply due to the simultaneous loss of two circuits. As a result, power failures from disruption to an overhead line owned and operated by National Grid are avoided.

20.5 Environment

Impact on Biodiversity and Wildlife

One respondent states their concern of the negative impact pylons will have through the Y Fenai SAC. Another respondent is concerned about the potential impacts on birds and the potential for bird strike.

NATIONAL GRID'S RESPONSE

Y Fenai SAC

National Grid has confirmed that the new line will be placed underground at Y Fenai Special Area of Conservation (SAC) and Anglesey Area of Outstanding Natural Beauty (AONB).

Ongoing design and assessment work is being undertaken to assess potential effects on other habitats and wildlife. The studies being undertaken will be used as part of the Environmental Impact Assessment and will aid consideration of appropriate mitigation measures where required. National Grid will continue to consult with and take advice from Natural Resources Wales to seek to reduce effects of the Project on protected species, habitats and designated sites where possible.

Bird Populations

Potential risks on bird populations are being considered throughout the Project. All reasonable effort is being made during the ongoing design and assessment work to reduce effects on protected species where possible, including collision risk. Protected species surveys including for wintering and breeding birds are being undertaken to inform the design, and will aid consideration of appropriate mitigation measures where required.

National Grid has no records of bird strikes on the existing line. If required, potential further mitigation will be considered for the new line, such as bird diverters, which have a proven effect.

Impact on Landscape and Views

- 20.5.1 The most common environmental concern raised by respondents is the visual effect of the proposed line on the local landscape and views. Some respondents also worry about the cumulative effect a second line may have on the amenity of the area or their properties.

NATIONAL GRID'S RESPONSE

National Grid understands the concerns that local residents have about the proposals. Potential visual effects on the local community are being considered as part of the ongoing design and assessment work.

National Grid's previous assessment work, informed by feedback from residents and interested organisations, led us to conclude that developing a new line in the same corridor as the existing overhead line between Wylfa and Pentir would reduce the impact upon the landscape of Anglesey as a whole. In identifying a preferred option and alignment for any new pylons, National Grid needs to balance the possible benefits of keeping the two lines closely routed with other possible environmental effects that such an alignment might cause, including increased effects upon the views of those residents living closest to the line.

More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment. Potential cumulative landscape and visual effects will also be fully considered in the Environmental Impact Assessment.

Throughout the design of the Project National Grid look to reduce the effects through routeing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.

For more information on the decision to route close to the existing overhead line, please refer to the Route Corridor Identification Report (October 2012) and the Wylfa to Pentir Preferred Route Corridor Selection Report (October 2015).

Undergrounding

Although it is recognised that undergrounding would reduce the visual effect of the Project, National Grid has made the decision to progress with an overhead line (save in respect of the Menai Strait) because it was considered this would best achieve an appropriate balance between National Grid's technical, economic, amenity and environmental obligations. The Strategic Options Report (January 2015) contains further information on this decision.

The decision to underground at the Menai Strait and Anglesey Area of Outstanding Natural Beauty (AONB) reflects the importance of this area to local people, businesses and tourists. This area is subject to an important statutory designation which carries significant weight and which we must give due consideration to when making decisions on which route to take forward.

Planning policies and National Grid's statutory duties count against the use of an additional overhead line in at the Menai Strait and Anglesey AONB. As a result National Grid is developing alternative proposals involving the use of underground technologies so as to avoid or mitigate the most significant landscape and visual effects in the area. The decision to underground in this section takes on board the feedback received during the Stage 1 consultation. National Grid has a duty to keep any impacts as low as possible on important considerations such landscape and views, communities, tourism and heritage.

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

20.6 Health, Safety and Security

Safety Considerations

As well as general concerns about the safety of overhead lines, members of the public also put forward concerns about the possible risk of power supply being affected by damage to transmission technology as a result of terror attacks, protest and civil unrest.

NATIONAL GRID'S RESPONSE

We have an obligation under our system license to ensure appropriate security and quality of supply for generation connections. A second connection from Wylfa Newydd complies with these standards. Within these standards there is not a requirement to consider terrorist threat, civil unrest or protest resulting in damage to the transmission line, this is the responsibility of the generator to consider the potential for losing all connections. We have been working with Horizon to look into the loss of onsite power to assist with their assessment for a Nuclear site licence.

General Health Concerns

- 20.6.1 Most health related comments focus on possible effects of EMFs. One respondent references a potential link between leukaemia and the proximity of pylons to residential properties. Another respondent is concerned that the proposed pylons could produce radiation and would be dangerous to machinery, birds, helicopters and airplanes, without elaborating further.

NATIONAL GRID'S RESPONSE

Electric and Magnetic Fields (EMFs)

EMFs are produced wherever electricity is used, and there have been suggestions that exposure to these fields might be a cause of ill health. National Grid fully recognises people's concerns and the uncertain scientific position on this subject.

National Grid takes this issue very seriously and relies on authoritative and independent scientific organisations such as the World Health Organization (WHO), the Scientific Committee on Emerging and Newly Identified Health Risks (SCENIHR) and Public Health England (PHE have assumed overall responsibility for EMFs in the UK on behalf of all the public health boards, including Public Health Wales) to review the worldwide body of scientific evidence in EMFs and health. Summaries of the science can be found at www.emfs.info. We believe it is right that the decision on what is acceptable or not is made independently of National Grid.

Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to our approach. 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 decision-making process for an application for a Development Consent Order in

National Policy Statement EN-5.

The WHO, PHE and SCENIHR have considered all of the scientific issues raised which relate to EMF and health, including evidence relating to the full range of possible health effects. Therefore the policies on EMFs which National Grid follows take into account of all issues both positive and negative to reach a conclusion on the science.

Our approach is to ensure that all of our assets comply with those policies, which are set by Government on the advice of their independent advisors. This ensures that health concerns are properly and adequately addressed. The evidence concerning compliance with these policies as specified in National Policy Statement EN-5, and including the numerical exposure guidelines, will be fully and publically documented in the Development Consent Order application.

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, we 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.

RAF Mona

Route option 3A is a direct flight path for RAF Mona. National Grid has engaged in discussions with the Defence Infrastructure Organisation within the Ministry of Defence regarding their concerns that route option 3A could impact flight operations at RAF Mona and acknowledges that standard height pylons would need to be avoided for parts of route option 3A to address these concerns. Further detailed design work would be undertaken to confirm specific requirements if this route option were to be taken forward.

Bird Populations

Potential risks on bird populations are being considered throughout the Project. All reasonable effort is being made during the ongoing design and assessment work to reduce effects on protected species where possible, including collision risk. Protected species surveys including for wintering and breeding birds are being undertaken to inform the design, and will aid consideration of appropriate mitigation measures where required.

National Grid has no records of bird strikes on the existing line. If required, potential further mitigation will be considered for the new line, such as bird diverters, which have a proven effect.

20.7 Socio-economic

Impact on Business/Tourism/Local Economy

Some respondents comment that the proposals will have an adverse effect on farming businesses and the tourism sector in Anglesey and Gwynedd.

NATIONAL GRID'S RESPONSE

Business Survey

A business survey will be undertaken during 2016 that will seek to contact a number of businesses (based on a random selection of business types within Anglesey and Gwynedd). The intention will be to understand the type of businesses available in the area around the Project and what concerns they may have, and investigate if effects are likely on the business in terms of employment, disruption to the business or effects on their supply chain. From this an understanding of the effects and consideration of potential suitable mitigation measures will be possible and reported as part of the Environmental Impact Assessment.

Tourism and Visitor Behaviour Survey

We will be undertaking a tourism survey as part of the socio-economic assessment. Part of this work will seek to clarify tourism/visitor numbers, which will feed into identification of locations for visitor questionnaires to be completed. The tourism survey will also consider effects on transient visitors (those who are passing through the area) and we shall be working with the landscape specialists to identify potential effects and consider mitigation measures as appropriate. The survey will include questions related to visitor behaviours and perceptions of the Project. This will be used to identify any potential changes in behaviour and perception that could have knock-on effects on the tourism sector on Anglesey and Gwynedd. This work forms part of the Environmental Impact Assessment and will be reported in the Environmental Statement that will accompany the application for a Development Consent Order.

Effect on Farming

National Grid understands that our activities inevitably affect the operations of farmers whose land we cross. National Grid has already begun discussions with potentially affected landowners to better understand the nature of their farming activities, and will seek to work with them so as to reduce any possible effects as far as practically possible. Examples might include the detailed siting of individual pylons, the positioning of access tracks or the installation of new gates, fencing or drainage works. Site work will be completed within the shortest duration where possible and temporary accesses will be removed following completion. Financial payments are also made to those whose land National Grid's equipment crosses in order to compensate for disruption caused by our works.

A separate soils and agriculture section of the Environmental Impact Assessment will be undertaken and farmers with works potentially occurring on their land will be contacted separately by National Grid to discuss potential effects. This information will feed into the ongoing design and assessment work and the socio-economic section of the Environmental Impact Assessment.

Back-checking and Review

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

20.8 Comments on the Consultation Process

- 20.8.1 The majority of the comments on the consultation process are negative, with a common criticism being that National Grid is ignoring previous feedback by ruling out a subsea or underground connection. Many members of the public, including those who responded as part of an organised submission, state that they believe National Grid is unlikely to be influenced by the consultation feedback. One respondent is of the opinion that the route has been pre-determined.
- 20.8.2 Some respondents note that this perceived lack of influence makes people feel powerless and leads to consultation fatigue. In light of those challenges, many respondents urge National Grid to listen to respondents' comments and respect residents' wishes.

NATIONAL GRID'S RESPONSE

Progress Made to Date

When designing new routes 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. Ultimately, it is the Secretary of State for Energy and Climate Change who decides whether or not our proposals achieve this balance and should be granted consent.

Although it is recognised that a subsea or fully underground alternative would reduce the long-term visual effect of the connection, National Grid has made the decision to progress with an overhead line (save in respect of the Menai Strait) because it was considered this would best achieve an appropriate balance between National Grid's technical, economic, amenity and environmental obligations. The Strategic Options Report (January 2015) contains further information on this decision.

Our work to date suggests that an overhead line proposal is the most suitable option for connecting the new generation. The appropriateness of an overhead line solution will continue to be reviewed in every part of the route as the ongoing design and assessment work progresses.

Importance of Feedback

Feedback is really important as it helps us to refine our proposals and find out about places we need to avoid or consider. Our proposals are always developing so we need input from local people to help shape them. It is important that we keep people up to date at each stage of our work. But while feedback is important, we need to balance this alongside all of the other factors we have to consider. Consultation is not simply about choosing the most popular option and we have to follow the rules set out for us by the UK government and Ofgem. Ultimately, we need to strike a balance between many considerations and it is the Secretary of State who will decide if we have got this right.

We review all the comments we receive and they play a really valuable part in helping us to develop our proposals. Our 'Overview' document points to some of the ways we have taken on board feedback so far. For example, people told us in our first consultation that the Menai Strait was highly valued so National Grid is proposing an underground connection here. Our technical documents like our Wylfa to Pentir Route Options Report (October 2015) also explain how comments have helped to shape our current proposals. Local people know the area best and can tell us about places we need to avoid or consider really carefully. When

National Grid is not able to act on the comments received we explain why. For example, our Stage 1 Feedback Report (June 2014) and Strategic Options Report (January 2015) explains why we are not proposing a subsea connection.

Our proposals are always developing and we encourage people to continue to get involved as their feedback can really make a difference to our work, particularly as we start to look at where exactly the connection could go.

20.9 Comments on the Consultation Material

Project Newsletter

- 20.9.1 One respondent requests National Grid to use recycled paper for production of the next project newsletter.

All our consultation materials are printed on recycled paper certified by the Forest Stewardship Council. Vegetable-oil based sustainable inks are also used to reduce the environmental effects of our consultation materials further.

Bilingual Presentations

- 20.9.2 The Isle of Anglesey County Council asks National Grid to give substantial consideration to their bilingual policy and note their disappointment that National Grid's presentations to stakeholders did not reflect this.

Where meetings are held with organisations, we try where possible to provide bilingual presentations.

PART V: SUMMARY

21 SUMMARY

21.1 Introduction

- 21.1.1 National Grid welcomes the level of engagement provided by respondents during the Stage 2 consultation and recognises that it takes time and effort to make considered responses.
- 21.1.2 The Stage 2 consultation ran from 21 October 2015 to 16 December 2015 and consulted on route options within the preferred route corridor, together with sealing end compound search areas that may be required for the crossing at the Menai Strait and area of outstanding natural beauty (AONB).
- 21.1.3 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 have been carefully considered by the Project team. Summaries of the feedback received and responses to the issues raised are provided in this Consultation Feedback Report.
- 21.1.4 National Grid has sought to identify the important issues so that informed decisions can be made as the Project moves forward. The feedback received, along with further design, assessment and technical work will be used to inform the route selection process.
- 21.1.5 This consultation builds upon the outcome of the Stage 1 consultation carried out in 2012, which helped to inform National Grid's views in respect of the Orange Route Corridor across Anglesey. The corridor broadly follows the route of the existing overhead line across the island. Stage 1 consultation feedback also informed National Grid's views in respect of the use of underground cables to cross the AONB and Menai Strait, which was announced in January 2015. These views were based upon the appraisal work recorded in the Wylfa to Pentir Preferred Route Corridor Selection Report (October 2015). The Strategic Options Report (January 2015) explains in more detail why National Grid chose to progress with an overhead line connection and undergrounding at the Menai Strait.
- 21.1.6 During the Stage 2 consultation, National Grid sought the views of statutory and non-statutory consultees, members of the public and other interested parties on overhead line route options from the substation at Wylfa to the substation at Pentir, sealing end compound search areas on each side of the Menai Strait, and the consultation process. The route was split into sections (1 to 5) to make it simpler to consult on. Themes were identified from the consultation feedback received on each of these route sections together with feedback received on the consultation and non-section specific feedback. The feedback received under each of these themes is summarised below.

21.2 Overview of Key Themes

- 21.2.1 The main issues that arose from the consultation related to the following themes. A brief response from National Grid to each main theme is also summarised.

Project Principles and Processes

- 21.2.2 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.

- 21.2.3 National Grid is required to connect Horizon Nuclear Power's proposed nuclear power station, Wylfa Newydd, to the electricity grid. A new connection is required as we cannot securely use the existing line to carry all of the electricity that will be generated. The need for the Project is set out in more detail in National Grid's updated 'Project Need Case' document (January 2015).

Strategic Options

- 21.2.4 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.
- 21.2.5 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.
- 21.2.6 When designing new routes 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, be underground or use subsea cables, either throughout or in part. Ultimately, it is the Secretary of State for Energy and Climate Change who decides whether or not our proposals achieve this balance and should be granted consent.
- 21.2.7 A subsea connection would cost hundreds of millions of pounds more than our proposed option. Cost is important as everything we spend is passed on to all of us through our energy bills. That is why the UK government and our regulator Ofgem require us to develop proposals which represent value for money for consumers.
- 21.2.8 A nuclear power station has never been directly connected by High Voltage Direct Current (HVDC) links such as that considered for the subsea option which is a major technical challenge. We are not sure how long it would take to solve this which could put the Project at risk. There are also maintenance challenges associated with a subsea connection. More information on how we considered different options can be found in our Strategic Options Report (January 2015).
- 21.2.9 Although it is recognised that undergrounding would reduce the visual effect of the Project, National Grid has made the decision to progress with an overhead line (save in respect of the Menai Strait) because it was considered this would best achieve an appropriate balance between National Grid's technical, economic, amenity and environmental obligations.

Route Corridor and Options

- 21.2.10 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.
- 21.2.11 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.

- 21.2.12 National Grid recognises the difficulty of balancing environmental, community, cost and technical considerations when reaching its judgement on the best overall solution for society. We have considered all of these factors and believe that the most appropriate option for the majority of the route between Wylfa and Pentir is an overhead line. National Grid believes that this would best fulfil our statutory duties and national planning policy factors. The Strategic Options Report (January 2015) contains further information on this.
- 21.2.13 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 contract National Grid has with the electricity generator. The delivery and cost of the Project required to meet the contract is regulated by Ofgem. It is not possible within the regulatory framework within which National Grid operates to extend the scope of a project beyond that needed to connect the generator. In respect of the North Wales Connection Project, these constraints mean that it is not possible to fund undergrounding the existing line as part of the North Wales Connection Project as it is not a system requirement.
- 21.2.14 We have committed to undergrounding the section of the new Wylfa to Pentir connection that goes through the Anglesey AONB and Menai Strait, recognising the special qualities of this area.

Cost

- 21.2.15 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.
- 21.2.16 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.
- 21.2.17 National Grid has to consider the cost of the Project as this is ultimately passed onto consumers in their electricity bills. The overall capital cost for the Project if subsea cables were used is estimated at between £1.13 billion and £1.38 billion for HVDC, and between £1.26 billion and £1.47 billion for AC subsea connections as set out in our Strategic Options Report (January 2015). This compares to £519 million for the strategic option that involves an overhead line between Wylfa and Pentir, and £940 million for a wholly underground option between the two sites. Our preferred option of an overhead line with an underground section at the Menai Strait requires an additional £35-50m for undergrounding on top of the cost of the overhead line option. When taking into account lifetime costs, the cost difference widens further. The high costs and technical risk associated with subsea connections were taken into account when determining National Grid's preferred option.
- 21.2.18 We are re-costing the strategic options to provide a more detailed estimate of actual Project costs as part of our ongoing work and this information will be made available for the statutory consultation (Stage 3 Consultation).

Engineering, Design and Construction

- 21.2.19 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. Specific concerns include potential road closures and the construction of new access roads.

- 21.2.20 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.
- 21.2.21 National Grid will try to minimise any disruption during construction and operation. Where possible, this will be done through measures such as completing site work quickly, sensitively positioning temporary access roads to reduce disruption, considering the shortest access routes and by removing temporary accesses following completion.
- 21.2.22 National Grid understands that our activities inevitably affect the operations of farmers whose land we cross. We have already begun discussions with potentially affected landowners to better understand the nature of their farming activities, and will seek to work with them so as to reduce any possible effects as far as practically possible.
- 21.2.23 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.

Environment

- 21.2.24 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.
- 21.2.25 Some respondents raise concern regarding the cumulative visual impact of an additional overhead line 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 1 consultation in 2012.
- 21.2.26 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 Erddreinog Nature Reserve, Malltraeth Marsh Nature Reserve and Llyn Alaw Site of Special Scientific Interest.
- 21.2.27 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.

- 21.2.28 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 emit a crackling noise and the wind blows through the overhead cables.
- 21.2.29 National Grid acknowledges the concerns from respondents regarding the potential for impacts on residents and the environment. Deciding where and how to build new high voltage electricity lines and substations is a complex issue and National Grid is very aware of the effect this infrastructure can have on local communities. National Grid will continue to undertake further surveys and assessments as the Project progresses which will be reported in the Preliminary Environmental Information Report (PEIR) and Environmental Statement that will be produced. These will include matters such as detailed ecological surveys and considerations of the direct and indirect effects of the Project on heritage assets.
- 21.2.30 Potential visual effects on the local community are being considered as part of the ongoing design and assessment work. More detailed assessment on private views (i.e. views from residential properties) will be undertaken in the Landscape and Visual Impact Assessment which will form part of the Environmental Impact Assessment. Potential cumulative landscape and visual effects will also be fully considered in the Environmental Impact Assessment.
- 21.2.31 In relation to potential noise impacts, we recognise that overhead transmission lines can produce audible noise when in operation, typically heard as a crackle, a buzz or a hum. These potential effects are taken seriously and when planning new infrastructure and we will endeavour to mitigate operational noise effects on our neighbours.

Health, Safety and Security

- 21.2.32 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.
- 21.2.33 Other concerns are raised 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.
- 21.2.34 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).
- 21.2.35 National Grid gives health considerations a high priority in the process used to develop proposals for new electricity circuits. We take compliance with independent governance very seriously and assessment of compliance with national guidance and policies is key to our approach. National Grid adheres to strict safety guidance in the operation of its infrastructure (e.g. minimum safety distances) and will work with the relevant authorities to ensure the safety of local communities, wildlife and the infrastructure itself.
- 21.2.36 National Grid is committed to making timely design decisions in order to reduce any concern or uncertainty about the shape of our final proposal. We are happy to talk to any local resident who may have concerns during any stage of the Project so as to better understand their personal circumstances and address concerns where possible.

Socio-economic

- 21.2.37 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. 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 calls for all or parts of the line to be undergrounded.
- 21.2.38 A large number of respondents 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.
- 21.2.39 Both Gwynedd Council and Isle of Anglesey County Council reference the potential for the Project to create local job opportunities.
- 21.2.40 National Grid understands the concerns that local residents and stakeholders have about potential impacts on the local economy and local communities; this has, along with all the other feedback, been considered in our work to date. A full Landscape and Visual Impact Assessment will be undertaken as part of the Environmental Impact Assessment. This will include consideration of important views, both for local people and for tourism, to fully understand the effects on key views and designations and to reduce effects where possible through routeing and pylon choice. National Grid will be undertaking business and tourism surveys as part of the socio-economic assessment which will consider visitor behaviours and perceptions of the Project, and potential effects on businesses in terms of employment, disruption to the business or effects on their supply chain.
- 21.2.41 We understand that our activities affect the operations of farmers whose land they cross. National Grid has already begun discussions with potentially affected landowners to better understand the nature of their farming activities, and will seek to work with them so as to reduce any possible effects as far as practically possible.
- 21.2.42 The likely job opportunities that will result from the Project will be considered as part of the socio-economic assessment within the Environmental Impact Assessment. Appropriate consideration will be given to recruitment and procurement schemes to encourage local sourcing where possible.

Mitigation Measures

- 21.2.43 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.
- 21.2.44 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.
- 21.2.45 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.

- 21.2.46 National Grid welcomes comments from the public and stakeholders concerning potential mitigation to further reduce the effects of the Project. These will be considered as part of the ongoing design and assessment work. National Grid will continue to liaise with Isle of Anglesey County Council, Gwynedd Council and the other statutory stakeholders on the identification of suitable mitigation measures.
- 21.2.47 Any final application for consent will need to demonstrate that the Project and its design appropriately balances environmental, socio-economic, cost and technical considerations, including effects upon local residents. Throughout the design of the Project National Grid will look to reduce the effects through routeing and pylon choice. Opportunities for mitigation planting will also be explored to reduce effects. This will be undertaken in conjunction with landowners.
- 21.2.48 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). National Grid works closely with any landowners on whose land our equipment is sited to negotiate compensation terms if this is appropriate.
- 21.2.49 National Grid recognises that there is a perception that our work could have a potential effect on property values. No final decisions have yet been made and we 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 to cover the perceived cost of decreasing house values. As effect on property value is not a planning consideration, the Environmental Impact Assessment will not take property devaluation into account.

Consultation

- 21.2.50 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.
- 21.2.51 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 1 consultation despite widespread support for a subsea route at that stage and significant opposition to an additional overhead line.
- 21.2.52 Some respondents request to be kept informed in relation to particular areas of concern or more generally as the Project develops.
- 21.2.53 Feedback is really important to National Grid as it helps to refine our proposals and find out about places we need to avoid or consider. Our proposals are always developing so we need input from local people to help shape them. However, while feedback is important, we need to balance this alongside all of the other factors we have to consider. Consultation is not simply about choosing the most popular option and we have to follow the rules set out for us by the UK government and Ofgem. Ultimately, we need to strike a balance between many considerations and it is the Secretary of State who will decide if we have got this right.
- 21.2.54 National Grid will take forward requests for the provision of further information and suggestions on how we present information to support the next round of consultation in autumn 2016.

21.3 Project Development: Next Steps

21.3.1 Since the close of the Stage 2 consultation in December 2015, the Project team has been looking at the options for crossing the Menai Strait and working towards the identification of a preferred route option. We will update people on the progress that has been made in summer 2016, in advance of the statutory consultation that is proposed to take place in autumn 2016.

21.3.2 In looking at the next stages of the Project development, National Grid will continue to seek to work closely with technical stakeholders, non-technical stakeholders, communities and land owners to discuss and explain decisions on a preferred route option, and to develop proposed alignments and infrastructure siting within it.

PART VI: APPENDICES

APPENDIX A

LIST OF SUPPORTING REPORTS AND INFORMATION

LIST OF SUPPORTING REPORTS AND INFORMATION

Document	Location
Stage 1 Consultation Feedback Report (June 2014)	http://www.northwalesconnection.com/documents-and-maps.aspx
Need Case document (January 2015)	http://www.northwalesconnection.com/documents-and-maps.aspx
Overview document (October 2015)	http://www.northwalesconnection.com/documents-and-maps.aspx
Project News (October 2015)	http://www.northwalesconnection.com/documents-and-maps.aspx
Question and Answers document (October 2015)	http://www.northwalesconnection.com/documents-and-maps.aspx
Route Corridor Identification Report (October 2012)	http://www.northwalesconnection.com/documents-and-maps.aspx
Stage 2 Consultation Strategy (October 2015)	http://www.northwalesconnection.com/documents-and-maps.aspx
Strategic Options Report (January 2015)	http://www.northwalesconnection.com/documents-and-maps.aspx
The challenge of a subsea connection film (October 2015)	http://www.northwalesconnection.com/documents-and-maps.aspx
Wylfa – Pentir Preferred Route Corridor Selection Report (October 2015)	http://www.northwalesconnection.com/documents-and-maps.aspx
Stakeholder, Community and Amenity Policy	http://www2.nationalgrid.com/uk/services/land-and-development/planning-authority/community-consultation/

APPENDIX B

ABBREVIATIONS LIST







ABBREVIATIONS LIST

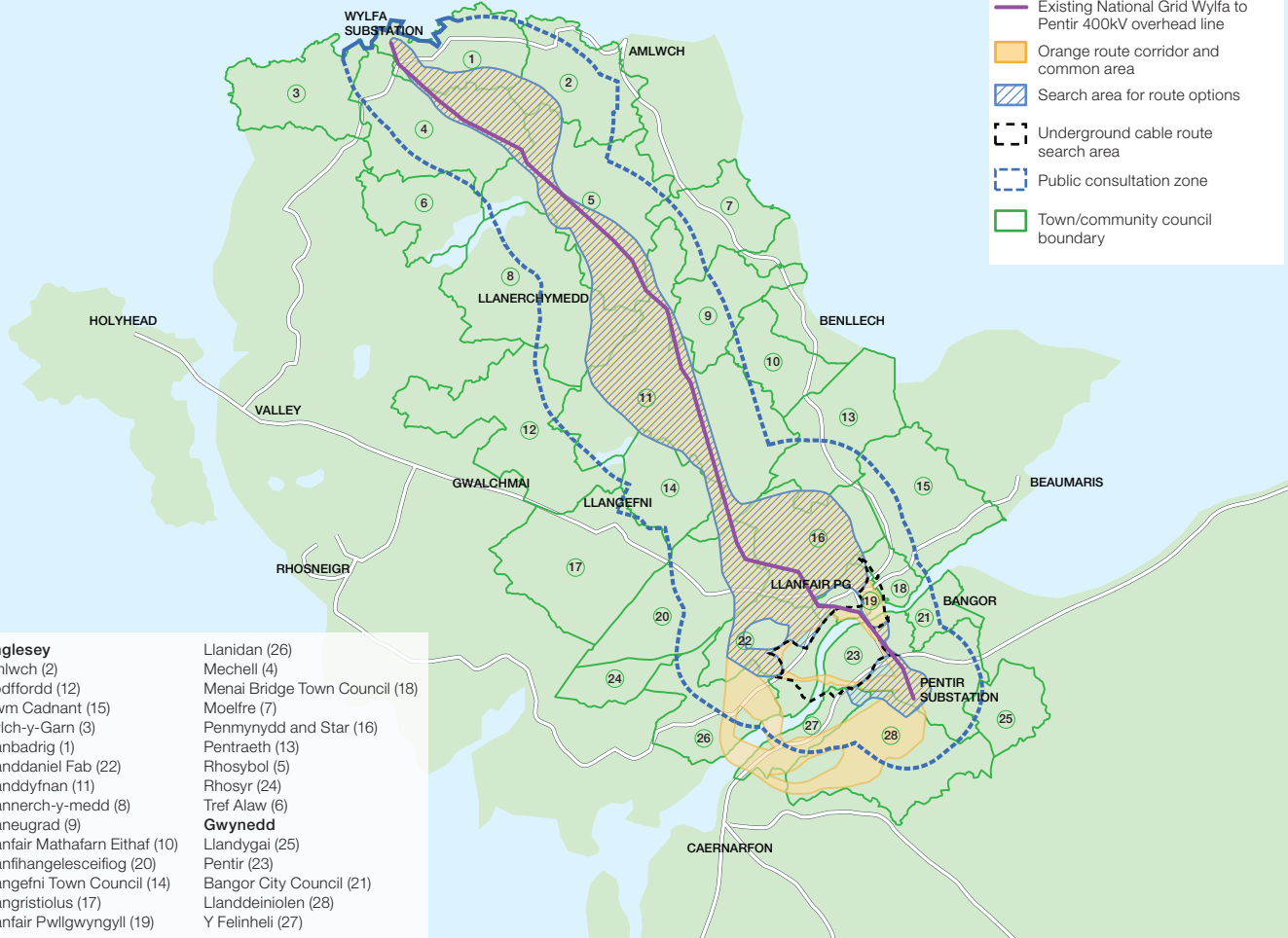
Abbreviation	Term
AC	Alternating Current
AONB	Area of Outstanding Natural Beauty
CPRW	Campaign for the Protection of Rural Wales
DbyD	Dialogue by Design
DC	Direct Current
DECC	Department of Energy and Climate Change
DCO	Development Consent Order
EIA	Environmental Impact Assessment
EMF	Electric and Magnetic Field
ES	Environmental Statement
GAPS	Gwynedd Archaeological Planning Service
HVDC	High Voltage Direct Current
NETS SQSS	National Electricity Transmission System Security and Quality of Supply Standard
NNR	National Nature Reserve
NRW	National Resources Wales
NSIP	Nationally Significant Infrastructure Project
OHL	Overhead Line
PRoW	Public Rights of Way
SAC	Special Areas of Conservation
SAM	Scheduled Ancient Monument
SEC	Sealing End Compound
SLA	Special Landscape Area
SSSI	Site of Special Scientific Interest
SoCC	Statement of Community Consultation

APPENDIX C

STAGE 2 CONSULTATION ZONE MAP, LIST OF PROJECT INFORMATION POINTS AND LIST OF LOCATIONS AND DATES OF PUBLIC EXHIBITIONS

Legend

-  Existing National Grid Wylfa to Pentir 400kV overhead line
-  Orange route corridor and common area
-  Search area for route options
-  Underground cable route search area
-  Public consultation zone
-  Town/community council boundary



- | | |
|--------------------------------|--------------------------------|
| Anglesey | Llanidan (26) |
| Amlwch (2) | Mechell (4) |
| Bodffordd (12) | Menai Bridge Town Council (18) |
| Cwm Cadnant (15) | Moelfre (7) |
| Cylch-y-Garn (3) | Pennynydd and Star (16) |
| Llanbadrig (1) | Pentraeth (13) |
| Llanddaniel Fab (22) | Rhosybol (5) |
| Llanddyfnan (11) | Rhosyr (24) |
| Llannerch-y-medd (8) | Tref Alaw (6) |
| Llaneugrad (9) | Gwynedd |
| Llanfair Mathafarn Eithaf (10) | Llandygai (25) |
| Llanfihangelesceifiog (20) | Pentir (23) |
| Llangristiolus (17) | Bangor City Council (21) |
| Llanfair Pwllgwyngyll (19) | Llanddeiniolen (28) |
| | Y Felinheli (27) |

Stage two indicative consultation zone and town/community council boundaries.

LIST OF PROJECT INFORMATION POINTS

Location	Address
Anglesey	
Amlwch	Amlwch Library, Parys Road, Amlwch, LL68 9AB
Brynteg	Brynteg Community Hall, Brynteg, LL78 8JN
Beaumaris	Iorwerth Rowlands Centre, Steeple Lane, Beaumaris, LL58 8AE
Brynsiencyn	Y Ganolfan, Brynsiencyn, LL61 6HZ
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
Llanfairpwll	Llanfairpwll Memorial Hall, LL61 5JB
Llanfechel	Llanfechell Community School, LL68 0SA
Llangefni	Llangefni Library, Lôn y Felin, Llangefni, LL77 7RT
Menai Bridge	Menai Bridge Library, Wood Street, LL59 5AS
Penmynydd	Penmynydd Village Hall, LL61 6PG
Rhosybol	Rhosybol Community Hall, Rhosybol, LL68 9PP
Talwrn	Siop Bodeilio, Talwrn, LL77 7ST
Wylfa	Wylfa Visitor Centre, Wylfa Power Station, Cemaes, LL67 0DH
Gwynedd	
Bangor	Bangor Library, Gwynedd Road, LL57 1DT
Caernarfon	Caernarfon Library, Pavilion Hill, Caernarfon, LL55 1AS
Rhiwlas	Rhiwlas Village Hall, LL57 4GA
Y Felinheli	Y Felinheli Medical Centre, LL56 4RX

LIST OF LOCATIONS AND DATES OF PUBLIC EXHIBITIONS (2015)

Location	Date	Time	Address
Anglesey			
Amlwch	Friday 20 November	1.30pm – 7.30pm	Amlwch War Memorial Hall, LL68 9ET
Capel Coch	Wednesday 4 November	1.30pm – 7.30pm	Tre-Ysgawen Hall, Capel Coch, LL77 7UR
Cemaes	Friday 6 November	1.30pm – 7.30pm	Cemaes Village Hall, High Street, Cemaes, LL67 0HL
Holyhead	Tuesday 17 November	1.30pm – 7.30pm	Holyhead Town Hall, LL65 1HN
Gaerwen	Monday 23 November	1.30pm – 7.30pm	Esceifiog Community Centre, Gaerwen, LL60 6DD
Llanfairpwll	Saturday 14 November	10am – 4pm	Llanfairpwll Primary School, Holyhead Road, LL61 5TX
Llanfechell	Wednesday 25 November	2.30pm – 7.30pm	Llanfechell Community School, LL68 0SA
Llangefni	Tuesday 3 November	1.30pm – 7.30pm	Canolfan Ebeneser, Bridge Street, Llangefni, LL77 7PN
Llannerch-y-medd	Saturday 28 November	10am – 4pm	Community School, Llannerch-y-medd, LL71 8DP
Talwrn	Friday 13 November	1.30pm – 7.30pm	Talwrn Village Hall, LL77 7ST
Menai Bridge	Wednesday 18 November	1.30pm – 7.30pm	Menai Bridge War Memorial Institute Community Centre, Water Street, LL59 5DD
Rhosybol	Saturday 7 November	10am – 4pm	Rhosybol Community Hall, LL68 9PP
Gwynedd			
Bangor	Tuesday 24 November	1.30pm – 7.30pm	Capel Berea Newydd, Bangor, LL57 2AJ
Caernarfon	Tuesday 10 November	1.30pm – 7.30pm	Celtic Royal Hotel, Caernarfon, LL55 1AY
Rhiwlas	Wednesday 11 November	1.30pm – 7.30pm	Rhiwlas Village Hall, LL57 4GA
Y Felinheli	Saturday 21 November	10am – 4pm	Y Felinheli Memorial Hall, LL56 4XD

APPENDIX D

STAGE 2 CONSULTATION FEEDBACK FORM

Consultation Feedback Form

North Wales Connection Project – connecting new low carbon energy in North Wales

October 2015

This form is to provide feedback on our work to connect Horizon Nuclear Power's proposed power station, Wylfa Newydd, to the electricity network. We're proposing an overhead connection between Wylfa and Pentir, following the route of the existing overhead line where possible. We'll put the connection underground at the Menai Strait and Anglesey Area of Outstanding Natural Beauty. We'll also put it underground within Plas Newydd and the Vaynol Estate Registered Parks and Gardens if the route we take forward goes through them.

To help you provide your comments, it will be useful to have a copy of our **Overview, October 2015** to hand. You can find this on our website, or give us a call and we can post one to you.

Your feedback is really important and will help us decide which route options we take forward and how we can keep any effects on communities and the environment as low as possible.

- Tell us about the places that are important to you and why you think we need to consider them
- Let us know your comments on our route options and sealing end compound search areas

Please give us as much detail as you can. If you think we should do something, tell us why.

You can submit your feedback in the following ways:

- by handing this form to us at one of our consultation events
- by posting this form free of charge to **FREEPOST NATIONAL GRID NW CONNECTION**. You can also send us a letter giving us your views to this address
- by registering on our website **www.nationalgrid.com/northwalesconnection** and completing the online version of this form. Or send us an email to **nationalgrid@northwalesconnection.com**

This consultation is open from 21 October 2015 to 16 December 2015. Please submit your feedback during this time.

If you need more space for your comments please see the back page, or continue on a separate sheet and attach it securely to this form. Please include your contact details and the question number you are responding to.

ABOUT YOU

It's useful for us to understand who is taking part in the consultation to make sure we're reaching all parts of the community and that everyone is having their say. As part of this, it's helpful to understand a little more about you (please see privacy notice below).

Title: _____ First name: _____ Surname: _____

Address: _____

Postcode: _____ Telephone: _____

E-mail: _____ Male Female

Age (please tick one option) Under 20 20-29 30-39 40-49 50-59 60-69 70+

Are you responding on behalf of an organisation? Yes No

If yes, please provide its name and your position
 Organisation name: _____ Position: _____

Do you own, lease or occupy land or hold rights (such as private rights of way or sporting rights) covered by our proposed project?
 Yes No Address of land: _____

Have you previously submitted comments or feedback on our proposals (in the form of a letter, feedback form, online or email)?
 Yes No Via: _____

We would like to add your name and address details to our database so that you can receive future project updates.
 If you are happy to receive this please tick here

PROJECT OVERVIEW

Since our first stage of consultation in 2012, we've been carrying out more studies across Anglesey and Gwynedd looking in more detail at where the new connection could go. We've carefully considered all of the feedback we've received and reviewed all of the strategic options before progressing with our current proposals.

We're proposing an overhead connection between Wylfa and Pentir, following the route of the existing overhead line where possible. We'll put the connection underground at the Menai Strait and Anglesey Area of Outstanding Natural Beauty. We'll also put it underground within Plas Newydd and the Vaynol Estate Registered Parks and Gardens if the route we take forward goes through them.

PROJECT OVERVIEW

You can find out more about the strategic options we considered, including subsea, on **page 9** of the **Overview, October 2015**.

Q1. Do you have any overall comments on our latest proposals or our work to date?

SECTION ONE: Wylfa to Rhosgoch

Information on this section can be found on **page 20** of the **Overview, October 2015**.

- Q2.** Do you have any views on which route option we should take forward in section one (please state why)? Please also specify any features or places that you think we should consider as we develop our proposals within this section and which route options your comments relate to.

SECTION TWO: Rhosgoch to Llandyrydog

Information on this section can be found on **page 22** of the **Overview, October 2015**.

- Q3.** Do you have any views on which route option we should take forward in section two (please state why)? Please also specify any features or places that you think we should consider as we develop our proposals within this section and which route options your comments relate to.

SECTION THREE: Llandyfrydog to B5110 north of Talwrn (Capel Coch area options)

Information on this section can be found on **page 24** of the **Overview, October 2015**.

- Q4.** Do you have any views on which route option we should take forward in section three (please state why)? Please also specify any features or places that you think we should consider as we develop our proposals within this section and which route options your comments relate to.

SECTION FOUR: B5110 north of Talwrn to west of Star

Information on this section can be found on **page 26** of the **Overview, October 2015**.

- Q5.** Do you have any views on which route option we should take forward in section four (please state why)? Please also specify any features or places that you think we should consider as we develop our proposals within this section and which route options your comments relate to.

SECTION FIVE: West of Star to Pentir

Your feedback will help us choose where the equipment we need to change the connection from overhead to underground could go. This is called a sealing end compound. A sealing end compound is about an acre in size and we'll need one on Anglesey and one in Gwynedd. Your feedback will also help us choose the route we take to reach this equipment.

Information on this section, including the route options and sealing end compound search areas, can be found on **page 28** of the **Overview, October 2015**. More information about what a sealing end compound is can be found on **page 35**.

We've done lots of work, but there's still a lot more to do. When we know the location for the sealing end compounds we'll look at the routes we could take underneath the Menai Strait and the technology we could use to put the connection underground. We'll be able to provide you with more information and another opportunity to give us your comments on our work in spring/summer 2016.

SECTION FIVE: West of Star to Pentir

Overhead route options

- Q6.** Do you have any views on which route option we should take forward in section five (please state why)? Please also specify any features or places that you think we should consider as we develop our proposals within this section and which route options your comments relate to.

SECTION FIVE: West of Star to Pentir

Sealing end compound search areas

- Q7.** Do you have any views on which sealing end compound search areas we should take forward in section five (please state why)? Please also specify any features or places that you think we should consider as we develop our proposals within this section and which sealing end compound search areas your comments relate to.

CONSULTATION

- Q8a.** Has the information presented been useful in helping you respond to this consultation?

Yes No I don't know

- Q8b.** Please state your reasons below.

Q9. Do you have any comments about the consultation process?

What happens next?

Your feedback is really important. You live and work in the local area and can tell us what really matters to you.

We'll review all the feedback you've sent us. Consultation is not simply about choosing the most popular option and we review your feedback alongside a lot of other important factors, to help us decide which route options to take forward. We'll look again at our proposals to see if we can improve them in any way and to make sure we haven't missed anything.

Because we get such high volumes of feedback we're unable to respond directly to every person. We do look carefully at every single piece of feedback we receive though. All the themes you raise will be included in a feedback report that we'll aim to publish by summer 2016. This will give you a chance to see what everyone told us and how we've responded.

We've done lots of work, but there's still a lot more to do. There'll be another opportunity to find out more about how we'll cross the Menai Strait in spring/summer 2016. We'll then hold what we think will be our final stage of consultation in autumn/winter 2016. You can find out more about what happens next in our **Overview, October 2015** on **page 31**.

Additional notes

Please state clearly which question your comments relate to.

Contact us:

There are lots of ways you can find out more information:



Visit our project website at:
www.nationalgrid.com/northwalesconnection



Call our freephone number:
0800 990 3567 9am-5pm
Monday-Friday or leave a
message outside these hours



Send an email to:
nationalgrid@northwalesconnection.com



Write to our freepost address at:
FREEPOST NATIONAL GRID NW CONNECTION



Register for text alerts:
Text **NGCYM** to **80800**

APPENDIX E

STAGE 2 CONSULTATION ADVERTS

Prosiect Cysylltiad Gogledd Cymru

Dweud eich dweud!

Ymgynghoriad ar agor: 21 Hydref tan 16 Rhagfyr 2015

Cyfle i ddysgu mwy am gynlluniau National Grid yn Ynys Môn a Gwynedd i gysylltu atomfa arfaethedig Wylfa Newydd â'r rhwydwaith trydan.

Peidiwch â cholli'r cyfle i ddylanwadu ar y llwybrau posibl y byddwn yn symud ymlaen â nhw.

Digwyddiadau:

Dewch draw i ofyn cwestiynau i'n tîm ac i edrych ar fapiau ac adroddiadau'r prosiect. Cewch fynd â deunyddiau sy'n esbonio'r prosiect a pham y mae'ch sylwadau'n bwysig adref gyda chi.

Dydd Mawrth 3 Tachwedd,
1.30pm – 7.30pm Canolfan Ebeneser,
Stryd y Bont, Llangedfni, LL77 7PN**Dydd Mercher 4 Tachwedd,**
1.30pm – 7.30pm Gwesty Tre-Ysgawen,
Capel Coch, LL77 7UR**Dydd Gwener 6 Tachwedd,**
1.30pm – 7.30pm Neuadd Bentref
Cemaes, Stryd Fawr, Cemaes, LL67 0HL**Dydd Sadwrn 7 Tachwedd,**
10am – 4pm Neuadd Gymuned Ysgol
Rhosybol, LL68 9PP**Dydd Mawrth 10 Tachwedd,**
1.30pm – 7.30pm Gwesty'r Celt,
Caernarfon, LL55 1AY**Dydd Mercher 11 Tachwedd,**
1.30pm – 7.30pm Neuadd Bentref
Rhiwlas, LL57 4GA**Dydd Gwener 13 Tachwedd,**
1.30pm – 7.30pm Neuadd Bentref Talwrn,
LL77 7ST**Dydd Sadwrn 14 Tachwedd,**
10am – 4pm Ysgol Llanfairpwll,
Ffordd Caergybi, LL61 5TX**Dydd Mawrth 17 Tachwedd,**
1.30pm – 7.30pm Neuadd y Dref
Caergybi, LL65 1HN**Dydd Mercher 18 Tachwedd,**
1.30pm – 7.30pm Canolfan Gymunedol
Goffa'r Rhyfel, Porthaethwy,
Stryd y Dŵr, LL59 5DD**Dydd Gwener 20 Tachwedd,**
1.30pm – 7.30pm Neuadd Goffa Amlwch,
LL68 9ET**Dydd Sadwrn 21 Tachwedd,**
10am – 4pm Neuadd Goffa Y Felinheli,
LL56 4XD**Dydd Llun 23 Tachwedd,**
1.30pm – 7.30pm Canolfan Esceifiog,
Gaerwen, LL60 6DD**Dydd Mawrth 24 Tachwedd,**
1.30pm – 7.30pm Capel Berea Newydd,
Bangor, LL57 2AJ**Dydd Mercher 25 Tachwedd,**
2.30pm – 7.30pm Ysgol Gymuned
Llanfechell, LL68 0SA**Dydd Sadwrn 28 Tachwedd,**
10am – 4pm Ysgol Gymuned
Llannerch-y-medd, LL71 8DP*Bydd yr holl ddigwyddiadau'n dibynnu
ar y tywydd – cysylltwch â ni os bydd y
tywydd yn ddrwg*

North Wales Connection Project

Have your say!

Consultation open: 21 October to 16 December 2015

Find out more about National Grid's plans in Anglesey and Gwynedd to connect the proposed Wylfa Newydd power station to the electricity network.

Don't miss your opportunity to influence the route options we take forward.

Events:

Come along to ask our team questions and view maps and project reports. Take home materials that explain the project and why your comments are important.

Tuesday 3 November,
1.30pm – 7.30pm Canolfan Ebeneser,
Bridge Street, Llangedfni, LL77 7PN**Wednesday 4 November,**
1.30pm – 7.30pm Tre-Ysgawen Hall,
Capel Coch, LL77 7UR**Friday 6 November,**
1.30pm – 7.30pm Cemaes Village Hall,
High Street, Cemaes, LL67 0HL**Saturday 7 November,**
10am – 4pm Rhosybol School
Community Hall, LL68 9PP**Tuesday 10 November,**
1.30pm – 7.30pm Celtic Royal Hotel,
Caernarfon, LL55 1AY**Wednesday 11 November,**
1.30pm – 7.30pm Rhiwlas Village Hall,
LL57 4GA**Friday 13 November,**
1.30pm – 7.30pm Talwrn Village Hall,
LL77 7ST**Saturday 14 November,**
10am – 4pm Llanfairpwll Primary School,
Holyhead Road, LL61 5TX**Tuesday 17 November,**
1.30pm – 7.30pm Holyhead Town Hall,
LL65 1HN**Wednesday 18 November,**
1.30pm – 7.30pm Menai Bridge War
Memorial Institute Community Centre,
Water Street, LL59 5DD**Friday 20 November,**
1.30pm – 7.30pm Amlwch War
Memorial Hall, LL68 9ET**Saturday 21 November,**
10am – 4pm Y Felinheli Memorial Hall,
LL56 4XD**Monday 23 November,**
1.30pm – 7.30pm Esceifiog Community
Centre, Gaerwen, LL60 6DD**Tuesday 24 November,**
1.30pm – 7.30pm Capel Berea Newydd,
Bangor, LL57 2AJ**Wednesday 25 November,**
2.30pm – 7.30pm Llanfechell Community
School, Llanfechell, LL68 0SA**Saturday 28 November,**
10am – 4pm Community School,
Llannerch-y-medd, LL71 8DP*All events held subject to weather
conditions – please contact us in the
event of bad weather*

Canolfannau gwybodaeth:

Cyfle i ddysgu rhagor – cewch gymryd copi o'n trosolwg, y ffurflen ymateb, newyddion y prosiect a dogfennau holi ac ateb o'r manau hyn:

Ynys Môn

- Llyfrgell Amlwch, Lôn Parys, LL68 9AB
- Canolfan Gymunedol Brynteg, LL78 8JN
- Canolfan Iorwerth Rowlands, Steeple Lane, Biwmares, LL58 8AE
- Y Ganolfan Brynsiencyn, LL61 6HZ
- Llyfrgell Cemaes, Lôn Glascoed, Cemaes, LL67 0HN
- Canolfan Esceifiog, Gaerwen, LL60 6DD
- Llyfrgell Caergybi, Newry Fields, LL65 1LA
- Neuadd y Plwyf Llandegfan, LL59 5UL
- Neuadd Goffa Llanfairpwll, LL61 5JB
- Ysgol Gymuned Llanfechell, LL68 0SA
- Llyfrgell Llangedfni, Lôn y Felin, LL77 7RT

- Llyfrgell Porthaethwy, Ffordd y Ffair, LL59 5AS
 - Neuadd Bentref Penmynydd, LL61 6PG
 - Neuadd Gymuned Ysgol Rhosybol, LL68 9PP
 - Siop Bodeilio, Talwrn, LL77 7ST
 - Canolfan Ymwelwyr Wylfa, Gorsaf Bŵer Wylfa, Cemaes, LL67 0DH
- Gwynedd**
- Llyfrgell Bangor, Ffordd Gwynedd, LL57 1DT
 - Llyfrgell Caernarfon, Lôn Pafiliwn, LL55 1AS
 - Neuadd Bentref Rhiwlas, LL57 4GA
 - Canolfan Iechyd Y Felinheli, LL56 4RX

*Am restr lawn o leoliadau lle y gallwch
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y tu allan i'r oriau hynCofrestrwch ar gyfer negeseuon
testun: Tecstiwch **NGCYM** i **80800**

Information points:

Find out more – our overview, feedback form, project news and Q&A documents are available to take away here:

Anglesey

- Amlwch Library, Parys Road, LL68 9AB
- Brynteg Community Hall, LL78 8JN
- Iorwerth Rowlands Centre, Steeple Lane, Beaumaris, LL58 8AE
- Y Ganolfan Brynsiencyn, LL61 6HZ
- Cemaes Library, Glascoed Road, Cemaes, LL67 0HN
- Esceifiog Community Centre, Gaerwen, LL60 6DD
- Holyhead Library, Newry Fields, LL65 1LA
- Llandegfan Parish Hall, LL59 5UL
- Llanfairpwll Memorial Hall, LL61 5JB
- Llanfechell Community School, LL68 0SA
- Llangedfni Library, Lôn y Felin, LL77 7RT

- Menai Bridge Library, Wood Street, LL59 5AS
 - Penmynydd Village Hall, LL61 6PG
 - Rhosybol School Community Hall, LL68 9PP
 - Siop Bodeilio, Talwrn, LL77 7ST
 - Wylfa Visitor Centre, Wylfa Power Station, Cemaes, LL67 0DH
- Gwynedd**
- Bangor Library, Gwynedd Road, LL57 1DT
 - Caernarfon Library, Pavilion Hill, LL55 1AS
 - Rhiwlas Village Hall, LL57 4GA
 - Y Felinheli Medical Centre, LL56 4RX

*For a full list of locations where you can
find reference copies of our technical
documents, see our website or give us
a call.*www.nationalgrid.com/
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Text **NGCYM** to **80800**

Dweud eich dweud!

Ymgynghoriad ar agor: 21 Hydref tan 16 Rhagfyr 2015

Cyfle i ddysgu mwy am gynlluniau National Grid yn Ynys Môn a Gwynedd i gysylltu atomfa arfaethedig Wylfa Newydd â'r rhwydwaith trydan.

Peidiwch â cholli'r cyfle i ddylanwadu ar y llwybrau posibl y byddwn yn symud ymlaen â nhw.

Digwyddiadau:

Dewch draw i ofyn cwestiynau i'n tîm ac i edrych ar fapiau ac adroddiadau'r prosiect. Cewch fynd â deunyddiau sy'n esbonio'r prosiect a pham y mae'ch sylwadau'n bwysig adref gyda chi.

Dydd Mawrth 3 Tachwedd,
1.30pm – 7.30pm

Canolfan Ebeneser, Stryd y Bont,
Llangefni, LL77 7PN

Dydd Mercher 4 Tachwedd,
1.30pm – 7.30pm

Gwesty Tre-Ysgawen,
Capel Coch, LL77 7UR

Dydd Gwener 6 Tachwedd,
1.30pm – 7.30pm

Neuadd Bentref Cemaes, Stryd Fawr,
Cemaes, LL67 0HL

Dydd Sadwrn 7 Tachwedd,
10am – 4pm

Neuadd Gymuned Ysgol Rhosybol,
LL68 9PP

Dydd Mawrth 10 Tachwedd,
1.30pm – 7.30pm

Gwesty'r Celt, Caernarfon,
LL55 1AY

Dydd Mercher 11 Tachwedd,
1.30pm – 7.30pm

Neuadd Bentref Rhiwlas, LL57 4GA

Dydd Gwener 13 Tachwedd,
1.30pm – 7.30pm

Neuadd Bentref Talwrn, LL77 7ST

Dydd Sadwrn 14 Tachwedd,
10am – 4pm

Ysgol Llanfairpwll,
Ffordd Caergybi, LL61 5TX

Dydd Mawrth 17 Tachwedd,
1.30pm – 7.30pm

Neuadd y Dref Caergybi, LL65 1HN

Dydd Mercher 18 Tachwedd,
1.30pm – 7.30pm

Canolfan Gymunedol Goffa'r Rhyfel,
Porthaethwy, Stryd y Dŵr, LL59 5DD

Dydd Gwener 20 Tachwedd,
1.30pm – 7.30pm

Neuadd Goffa Amlwch, LL68 9ET

Dydd Sadwrn 21 Tachwedd,
10am – 4pm

Neuadd Goffa Y Felinheli, LL56 4XD

Dydd Llun 23 Tachwedd,
1.30pm – 7.30pm

Canolfan Esceifiog, Gaerwen, LL60 6DD

Dydd Mawrth 24 Tachwedd,
1.30pm – 7.30pm

Capel Berea Newydd, Bangor, LL57 2AJ

Dydd Mercher 25 Tachwedd,
2.30pm – 7.30pm

Ysgol Gymuned Llanfechell,
LL68 0SA

Dydd Sadwrn 28 Tachwedd,
10am – 4pm

Ysgol Gymuned Llannerch-y-medd,
LL71 8DP

Bydd yr holl ddigwyddiadau'n dibynnu ar y tywydd – cysylltwch â ni os bydd y tywydd yn ddrwg

Canolfannau gwybodaeth:

Cyfle i ddysgu rhagor – cewch gymryd copi o'n trosolwg, y ffurflen ymateb, newyddion y prosiect a dogfennau holi ac ateb o'r manau hyn:

Ynys Môn

- Llyfrgell Amlwch, Lôn Parys, LL68 9AB
- Canolfan Gymunedol Brynteg, LL78 8JN
- Canolfan Iorwerth Rowlands, Steeple Lane, Biwmares, LL58 8AE
- Y Ganolfan Brynsiencyn, LL61 6HZ
- Llyfrgell Cemaes, Lôn Glascoed, Cemaes, LL67 0HN
- Canolfan Esceifiog, Gaerwen, LL60 6DD
- Llyfrgell Caergybi, Newry Fields, LL65 1LA
- Neuadd y Plwyf Llandegfan, LL59 5UL
- Neuadd Goffa Llanfairpwll, LL61 5JB
- Ysgol Gymuned Llanfechell, LL68 0SA
- Llyfrgell Llangefni, Lôn y Felin, LL77 7RT
- Llyfrgell Porthaethwy, Ffordd y Ffair, LL59 5AS
- Neuadd Bentref Penmynydd, LL61 6PG
- Neuadd Gymuned Ysgol Rhosybol, LL68 9PP
- Siop Bodeilio, Talwrn, LL77 7ST
- Canolfan Ymwelwyr Wylfa, Gorsaf Bŵer Wylfa, Cemaes, LL67 0DH

Gwynedd

- Llyfrgell Bangor, Ffordd Gwynedd, LL57 1DT
- Llyfrgell Caernarfon, Lôn Pafiliwn, LL55 1AS
- Neuadd Bentref Rhiwlas, LL57 4GA
- Canolfan Iechyd Y Felinheli, LL56 4RX

Am restr lawn o leoliadau lle y gallwch ddod o hyd i gopiau cyfeirio o'n dogfennau technegol ewch i'n gwefan neu ffoniwch ni.

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Cofrestrwch ar gyfer negeseuon testun:
Tecstiwch **NGCYM** i **80800**

APPENDIX F

CODING FRAMEWORK AND FREQUENCY TABLE

Issued by:	Iliana Georgieva
Date:	10/05/2016

Legend	
CO	Consultation Process
CST	Cost
EDC	Engineering, Design and Construction
ENV	Environment
HSS	Health Security Safety
L	Location
O	Other
PPC	Policy Principles
RCO	Route Corridor and Options
S1	Section One
S2	Section Two
S3	Section Three
S4	Section Four
S5	Section Five
SOC	Socio-economic
SOP	Strategic Options

Theme	Code	Total Count
No theme	Campaign	1571
Consultation Process	CO - Call for public inquiry	3
Consultation Process	CO - Events - comments	50
Consultation Process	CO - Information - challenge - misleading/biased	25
Consultation Process	CO - Information - other comments	7
Consultation Process	CO - Information - sufficient/helpful/balanced	27
Consultation Process	CO - Information - unhelpful/insufficient/too much	15
Consultation Process	CO - Materials - helpful	34
Consultation Process	CO - Materials - other comments	18
Consultation Process	CO - Materials - unhelpful	11
Consultation Process	CO - More info/study - archaeology	4
Consultation Process	CO - More info/study - biodiversity impact	8
Consultation Process	CO - More info/study - compensation	2
Consultation Process	CO - More info/study - contaminated land considerations	1
Consultation Process	CO - More info/study - cost calculations	13
Consultation Process	CO - More info/study - cost of consultation	4
Consultation Process	CO - More info/study - cultural heritage impact	1
Consultation Process	CO - More info/study - designated sites impact	3
Consultation Process	CO - More info/study - environmental impact	5
Consultation Process	CO - More info/study - health impact	8
Consultation Process	CO - More info/study - hybrid	2
Consultation Process	CO - More info/study - landscape/visual impact	8
Consultation Process	CO - More info/study - MS undergrounding	12
Consultation Process	CO - More info/study - need case	2
Consultation Process	CO - More info/study - other/general	14
Consultation Process	CO - More info/study - population/resident impact	4
Consultation Process	CO - More info/study - pylon location	2
Consultation Process	CO - More info/study - route options	2
Consultation Process	CO - More info/study - specific location	7
Consultation Process	CO - More info/study - subsea	7
Consultation Process	CO - More info/study - tourism/economic impact	8
Consultation Process	CO - More info/study - undergrounding	8
Consultation Process	CO - More info/study - water and flooding considerations	1
Consultation Process	CO - No views	9
Consultation Process	CO - Other comment	18
Consultation Process	CO - People's feedback should be listened to	45
Consultation Process	CO - Process - challenge - communication	23
Consultation Process	CO - Process - challenge - cost of consultation	2
Consultation Process	CO - Process - challenge - general/other	1682
Consultation Process	CO - Process - challenge - NG does not listen to feedback	1677
Consultation Process	CO - Process - support	9

Theme	Code	Total Count
Consultation Process	CO - Request to be further involved	9
Consultation Process	CO - Suggestions for improvement	21
Cost	CST - Hybrid - cheaper in the long term	4
Cost	CST - Overhead/pylons - more expensive in the long term	7
Cost	CST - Project overall - direct cost is not the most important factor	86
Cost	CST - Project overall - other comment	29
Cost	CST - Project overall - should be minimised/kept to a minimum	2
Cost	CST - Subsea - cheaper in the long term	8
Cost	CST - Subsea - consumer will pay	22
Cost	CST - Subsea - prefer despite cost	8
Cost	CST - Subsea - query	4
Cost	CST - Subsea - understand cost/challenge	8
Cost	CST - Undergrounding - cheaper in the long term	16
Cost	CST - Undergrounding - consumer will pay	5
Cost	CST - Undergrounding - other comment	6
Cost	CST - Undergrounding - prefer despite cost	12
Cost	CST - Undergrounding - query	2
Cost	CST - Undergrounding - understand cost/challenge	2
Engineering, Design and Construction	EDC - Access - comments	3
Engineering, Design and Construction	EDC - Construction - comments	7
Engineering, Design and Construction	EDC - Existing infrastructure - concern	1
Engineering, Design and Construction	EDC - Maintenance - comments	12
Engineering, Design and Construction	EDC - Pylon type - comments	4
Engineering, Design and Construction	EDC - Undergrounding - specific considerations	4
Environment	ENV - Contaminated land considerations	1
Environment	ENV - Impact on biodiversity	13
Environment	ENV - Impact on cultural heritage	9
Environment	ENV - Impact on designated sites	23
Environment	ENV - Impact on landscape and views	177
Environment	ENV - Impact on noise levels	13
Environment	ENV - Less impact on designated areas - 2B	1
Environment	ENV - Less impact on landscape and views	3
Environment	ENV - Mitigation - biodiversity	4
Environment	ENV - Mitigation - cultural heritage	1
Environment	ENV - Mitigation - inadequate	3
Environment	ENV - Mitigation - landscape/visual/screening	8
Environment	ENV - Mitigation - protect specific landscapes	2
Environment	ENV - Mitigation - water and flooding	1
Environment	ENV - Opportunities for enhancement	4
Environment	ENV - Water and flooding considerations	5
Health Security Safety	HSS - Aviation considerations	2
Health Security Safety	HSS - Crime and terror threats	9
Health Security Safety	HSS - Impact on health	46
Health Security Safety	HSS - Safety considerations	4
Location	L - A4080	1
Location	L - A5	39
Location	L - A5025	3
Location	L - A55	46
Location	L - Aberfran	1
Location	L - Afon Rhyd Eilian	1
Location	L - Anglesey Fens	9
Location	L - Anglesey SAC	1
Location	L - B4547	1
Location	L - B5109	1
Location	L - B5110	1
Location	L - B5111	1
Location	L - B5420	2
Location	L - Bachau	1
Location	L - Barrow	1
Location	L - Bodafon AONB / mountain	2
Location	L - Bodowen	2
Location	L - Bodynys	4
Location	L - Braint River/ Afon Braint / Coed Braint	22

Theme	Code	Total Count
Location	L - Britannia Bridge	6
Location	L - Bro Cyngar	1
Location	L - Bryn Celli Du	9
Location	L - Bryn Eglwys	1
Location	L - Bryn Ffynon Estate	4
Location	L - Bryn Goleu	3
Location	L - Bryn Hyfryd	1
Location	L - Bryn Yr Hen Bobl	1
Location	L - Brynddu	1
Location	L - Cae Mawr	1
Location	L - Caeau Talwrn	1
Location	L - Caeau Talwrn SSI	1
Location	L - Caer Idris	1
Location	L - Capel Coch	29
Location	L - Capel Eithin	1
Location	L - Capel Pencameddi	4
Location	L - Carneddau	1
Location	L - Carreg Groes	1
Location	L - Carrog	2
Location	L - Cefn Du	2
Location	L - Cefn Poeth	2
Location	L - Cefn Poeth Bach	1
Location	L - Cefni Lake	1
Location	L - Ceint / Afon Ceint	6
Location	L - Cemaes	4
Location	L - Cemaes Bay	1
Location	L - Clorach	1
Location	L - Coed Glanyrafon	2
Location	L - Coed Llwynonn	1
Location	L - Coedana	1
Location	L - Connah's Quay	1
Location	L - Cors Bod-Ynys	2
Location	L - Cors Erddreiniog National Nature Reserve	8
Location	L - Cors Y Brithdir	1
Location	L - Cwr Du	2
Location	L - Dinorwag Registered Landscape	1
Location	L - Draenog River	1
Location	L - Dwyrn	1
Location	L - Faenol	4
Location	L - Fodol Ganol	1
Location	L - Gaer Farm	1
Location	L - Gaerwen	16
Location	L - Garnedd Goch	1
Location	L - Garth Fawr	1
Location	L - Glangors	1
Location	L - Gwyndryn	2
Location	L - Gwynedd	3
Location	L - Gylched Covert / Gylched Farm	10
Location	L - Hafod	1
Location	L - Hebron	4
Location	L - Hendre / Hendre Hywel	8
Location	L - HMS Indefatigable	1
Location	L - Llanbadrig	1
Location	L - Llanddaniel / Llanddaniel Fab	51
Location	L - Llanddyfnan	1
Location	L - Llandyfrydog	11
Location	L - Llanedwen	5
Location	L - Llanedwen Church	1
Location	L - Llanfachraeth	1
Location	L - Llanfairpwll / Llanfairpwllgwyngyll / Llanfairpwll PG	29
Location	L - Llanfechell	12
Location	L - Llangefni	2
Location	L - Llangwyllog	2

Theme	Code	Total Count
Location	L - Llannerch-y-medd	1
Location	L - Llanvaris	1
Location	L - Lleifior	1
Location	L - Llyn Peninsula	1
Location	L - Llifad Enclosure	2
Location	L - Llinos Fawr	1
Location	L - Llwydiarth Esgob	1
Location	L - Llwydiarth Esgob Farm	1
Location	L - Llyn Alaw / Alaw Lake	13
Location	L - Llys Einion	1
Location	L - Maen Chwyf	2
Location	L - Maenaddwyn	5
Location	L - Malltraeth Marsh	1
Location	L - Marquis Column	4
Location	L - Menai Strait and Conwy Bay SAC	8
Location	L - Menai Suspension Bridge / Menai Bridge	8
Location	L - Mona Airfield	2
Location	L - Mynydd Bodafon AONB	2
Location	L - Nant-y-Garth / Nant-y-Garth road	2
Location	L - Pant yr gwredyn	1
Location	L - Paradwys	1
Location	L - Parc	1
Location	L - Parys Mountain	2
Location	L - Pen Y Fynwent	1
Location	L - Pen Y Morwyd	2
Location	L - Penchwinran	1
Location	L - Penhysgyn Dump	1
Location	L - Penmaenmawr	1
Location	L - Penmynydd	19
Location	L - Penrhosgarnedd	1
Location	L - Pentraeth	1
Location	L - Plas Coch	1
Location	L - Plas Newydd	19
Location	L - Plas Tregayan	2
Location	L - Plevna Covert	1
Location	L - Porthaethwy	1
Location	L - Porthmadog	1
Location	L - Railway line	36
Location	L - Rhosgoch	9
Location	L - Rhosgoch village	5
Location	L - Rhosmeirch	1
Location	L - Rhosybol	17
Location	L - Rhyd y Babell	1
Location	L - St Caian's Church	4
Location	L - St Claire at Clorach	1
Location	L - St Cybis Well	1
Location	L - St Michael's Church	1
Location	L - Stad Gamedd Estate	4
Location	L - Standing stones	5
Location	L - Star	25
Location	L - Talwrn	10
Location	L - Treborth	2
Location	L - Trefnant Wen	1
Location	L - Tregaian	7
Location	L - Tregele	1
Location	L - Treysgawen	2
Location	L - Tre-Ysgawen	1
Location	L - Twll-Y-Clawdd	1
Location	L - Ty Croes	1
Location	L - Ty Mawr / Pen Y Berth	2
Location	L - Tyddyn Isaf	1
Location	L - Tyddyn Truan	1
Location	L - Tyddyn-y-Felin	1

Theme	Code	Total Count
Location	L - Tyn Buarth	2
Location	L - Tyn Cae	1
Location	L - Tyn Y Coed	1
Location	L - Tynbuarth	3
Location	L - Tynllan	2
Location	L - Vaynol Estate	8
Location	L - Wygyr Valley	1
Location	L - Y Felinheli	1
Location	L - Ynstown	1
Location	L - Yr Faenol	1
Location	L - Ysgoldy Covert / Ysgoldy	1
Location	L - Ysgubor Hen	3
Location	L - Y-Tresgawen	1
Other	O - Character limit exceeded - appears truncated	2
Other	O - Editor's note - map attached	10
Other	O - Editor's note - other	103
Other	O - Editor's note - other attachment	8
Other	O - Editor's note - photos attached	6
Other	O - No comment	140
Other	O - Other comments on National Grid	37
Other	O - Personal details included	28
Other	O - Process request	47
Other	O - Refer to experience elsewhere	78
Other	O - Refer to external document/website	27
Other	O - Refer to other person's view/response	74
Other	O - Refer to other/nearby connections	2
Other	O - Refer to previous consultation	21
Other	O - Refer to previous/other comment	76
Other	O - Respondent's context	128
Other	O - Response in Welsh	1665
Policy Principles	PPC - Challenge need case	5
Policy Principles	PPC - Challenge need case - uncertainty around New Wylfa	5
Policy Principles	PPC - Comment on need case - Wales does not benefit	16
Policy Principles	PPC - Comments on Holford rules	17
Policy Principles	PPC - Other comment	11
Policy Principles	PPC - Reference legal issues	7
Policy Principles	PPC - Security of supply	17
Policy Principles	PPC - Support need case	7
Policy Principles	PPC - Timing/timescales - comments	9
Policy Principles	PPC - Wylfa2 - comments	32
Route Corridor and Options	RCO - Existing line - opportunity to remove/underground	29
Route Corridor and Options	RCO - Existing line - other comment	37
Route Corridor and Options	RCO - Mitigation - avoid designated sites	5
Route Corridor and Options	RCO - Mitigation - avoid properties	1
Route Corridor and Options	RCO - Mitigation - compensation	1
Route Corridor and Options	RCO - Mitigation - follow the existing line	13
Route Corridor and Options	RCO - Mitigation - landscape/visual	1
Route Corridor and Options	RCO - Mitigation - overall	1
Route Corridor and Options	RCO - Mitigation - shortest route	1
Route Corridor and Options	RCO - Oppose proposals	13
Route Corridor and Options	RCO - Oppose undergrounding	2
Route Corridor and Options	RCO - Prefer undergrounding - general/entire route	169
Route Corridor and Options	RCO - Support proposals	7
Route Corridor and Options	RCO - Support proposals with caveat	8
Route Corridor and Options	RCO - Undergrounding - other comment	25
Section One	S1 - EDC - Impact on traffic	1
Section One	S1 - ENV - Impact on biodiversity	1
Section One	S1 - ENV - Impact on cultural heritage	4
Section One	S1 - ENV - Impact on cultural heritage - 1B	1
Section One	S1 - ENV - Impact on designated sites	1
Section One	S1 - ENV - Impact on landscape and views	12
Section One	S1 - ENV - Impact on landscape and views - 1A	1
Section One	S1 - ENV - Impact on landscape and views - 1B	2

Theme	Code	Total Count
Section One	S1 - ENV - Impact on noise levels	3
Section One	S1 - ENV - Less impact on cultural heritage - 1A	1
Section One	S1 - ENV - Less impact on landscape and views - 1A	2
Section One	S1 - HSS - Impact on health	3
Section One	S1 - Mitigation - avoid properties	4
Section One	S1 - Mitigation - biodiversity	1
Section One	S1 - mitigation - compensation	1
Section One	S1 - Mitigation - cultural heritage	1
Section One	S1 - Mitigation - follow the existing line	8
Section One	S1 - Mitigation - inadequate	1
Section One	S1 - Mitigation - shortest route	1
Section One	S1 - No preference	2
Section One	S1 - No preference - follows the existing line	1
Section One	S1 - No views	26
Section One	S1 - Oppose - 1A	4
Section One	S1 - Oppose - 1B	4
Section One	S1 - Other comments	3
Section One	S1 - Overhead lines - cumulative impact	7
Section One	S1 - Overhead lines - oppose	5
Section One	S1 - Prefer - 1A	8
Section One	S1 - Prefer - 1A - caveat	2
Section One	S1 - Prefer - 1A - follows the existing line	4
Section One	S1 - Prefer - 1B	5
Section One	S1 - Prefer - 1B - caveat	2
Section One	S1 - Should be undergrounded	22
Section One	S1 - SOC - Impact on business/tourism	3
Section One	S1 - SOC - Impact on business/tourism - 1A	1
Section One	S1 - SOC - Impact on business/tourism - 1B	2
Section One	S1 - SOC - Impact on properties/residents	12
Section One	S1 - SOC - Impact on properties/residents - 1A	2
Section One	S1 - SOC - Impact on properties/residents - 1B	1
Section One	S1 - SOC - Impact on property value	3
Section One	S1 - SOC - Less impact on business/tourism - 1B	1
Section One	S1 - SOC - Less impact on cultural heritage - 1A	1
Section One	S1 - SOC - Less impact on properties/residents - 1A	1
Section One	S1 - SOC - Less impact on properties/residents - 1B	2
Section One	S1 - SOC - Less impact on property value - 1A	1
Section Two	S2 - Alternative - suggestions	3
Section Two	S2 - EDC - Construction - comments	1
Section Two	S2 - EDC - Ease of access - 2A	1
Section Two	S2 - EDC - Impact of construction - 2C	2
Section Two	S2 - EDC - Impact of construction - 2D	1
Section Two	S2 - ENV - Impact on biodiversity	2
Section Two	S2 - ENV - Impact on biodiversity - 2A	2
Section Two	S2 - ENV - Impact on biodiversity - 2B	1
Section Two	S2 - ENV - Impact on biodiversity - 2C	2
Section Two	S2 - ENV - Impact on biodiversity - 2D	3
Section Two	S2 - ENV - Impact on cultural heritage	1
Section Two	S2 - ENV - Impact on cultural heritage - 2A	2
Section Two	S2 - ENV - Impact on designated sites	2
Section Two	S2 - ENV - Impact on designated sites - 2A	3
Section Two	S2 - ENV - Impact on designated sites - 2B	1
Section Two	S2 - ENV - Impact on landscape and views	8
Section Two	S2 - ENV - Impact on landscape and views - 2A	3
Section Two	S2 - ENV - Impact on landscape and views - 2B	5
Section Two	S2 - ENV - Impact on landscape and views - 2C	6
Section Two	S2 - ENV - Impact on landscape and views - 2D	3
Section Two	S2 - ENV - Impact on noise levels - 2C	4
Section Two	S2 - ENV - Impact on noise levels - 2D	3
Section Two	S2 - ENV - Less impact on designated sites - 2A	2
Section Two	S2 - ENV - Less impact on designated sites - 2C	1
Section Two	S2 - ENV - Less impact on landscape and views	4
Section Two	S2 - ENV - Less impact on landscape and views - 2A	3

Theme	Code	Total Count
Section Two	S2 - ENV - Less impact on landscape and views - 2B	3
Section Two	S2 - ENV - Less impact on landscape and views - 2C	3
Section Two	S2 - ENV - Less impact on landscape and views - 2D	1
Section Two	S2 - ENV - Water and flooding considerations	1
Section Two	S2 - HSS - Impact on health	3
Section Two	S2 - HSS - Impact on health - 2C	4
Section Two	S2 - HSS - Impact on health - 2D	2
Section Two	S2 - HSS - Safety considerations	1
Section Two	S2 - HSS - Safety considerations - 2C	2
Section Two	S2 - HSS - Safety considerations - 2D	4
Section Two	S2 - Mitigation - avoid properties	2
Section Two	S2 - Mitigation - follow the existing line	8
Section Two	S2 - Mitigation - landscape/visual/screening	1
Section Two	S2 - Mitigation - least expensive route	2
Section Two	S2 - Mitigation - most direct route	1
Section Two	S2 - No views	26
Section Two	S2 - Oppose - 2A	6
Section Two	S2 - Oppose - 2B	4
Section Two	S2 - Oppose - 2C	4
Section Two	S2 - Oppose - 2D	4
Section Two	S2 - Other comment	1
Section Two	S2 - Other comment on 2A	1
Section Two	S2 - Other comment on 2B	1
Section Two	S2 - Other comment on 2C	2
Section Two	S2 - Other comment on 2D	1
Section Two	S2 - Overhead lines - cumulative impact	10
Section Two	S2 - Overhead lines - cumulative impact - 2A	2
Section Two	S2 - Overhead lines - cumulative impact - 2B	3
Section Two	S2 - Overhead lines - cumulative impact - 2C	2
Section Two	S2 - Overhead lines - cumulative impact - 2D	3
Section Two	S2 - Overhead lines - oppose	8
Section Two	S2 - Prefer - 2A	13
Section Two	S2 - Prefer - 2A - caveat	3
Section Two	S2 - Prefer - 2A - furthest from existing line	1
Section Two	S2 - Prefer - 2B	12
Section Two	S2 - Prefer - 2B - caveat	4
Section Two	S2 - Prefer - 2B - follows the existing line	4
Section Two	S2 - Prefer - 2C	7
Section Two	S2 - Prefer - 2C - caveat	6
Section Two	S2 - Prefer - 2C - follows the existing line	6
Section Two	S2 - Prefer - 2D	1
Section Two	S2 - Prefer - 2D - caveat	3
Section Two	S2 - Prefer - 2D - follows the existing line	1
Section Two	S2 - Should be undergrounded	24
Section Two	S2 - SOC - Impact on business/tourism	8
Section Two	S2 - SOC - Impact on business/tourism - 2A	6
Section Two	S2 - SOC - Impact on business/tourism - 2B	8
Section Two	S2 - SOC - Impact on business/tourism - 2C	6
Section Two	S2 - SOC - Impact on business/tourism - 2D	6
Section Two	S2 - SOC - Impact on properties/residents	7
Section Two	S2 - SOC - Impact on properties/residents - 2A	4
Section Two	S2 - SOC - Impact on properties/residents - 2B	5
Section Two	S2 - SOC - Impact on properties/residents - 2C	8
Section Two	S2 - SOC - Impact on properties/residents - 2D	7
Section Two	S2 - SOC - Impact on property value	2
Section Two	S2 - SOC - Impact on property value - 2A	2
Section Two	S2 - SOC - Impact on property value - 2B	2
Section Two	S2 - SOC - Impact on property value - 2C	3
Section Two	S2 - SOC - Impact on property value - 2D	3
Section Two	S2 - SOC - Less impact on business/tourism - 2A	3
Section Two	S2 - SOC - Less impact on business/tourism - 2B	1
Section Two	S2 - SOC - Less impact on properties/residents	2
Section Two	S2 - SOC - Less impact on properties/residents - 2A	14

Theme	Code	Total Count
Section Two	S2 - SOC - Less impact on properties/residents - 2B	5
Section Two	S2 - SOC - Less impact on properties/residents - 2C	1
Section Two	S2 - SOC - Less impact on property value - 2B	1
Section Two	S2 - Swap over areas - comments	1
Section Three	S3 - Alternative - suggestions	1
Section Three	S3 - EDC - Ease of access - 3A	1
Section Three	S3 - EDC - Impact of construction	1
Section Three	S3 - EDC - Impact of construction - 3A	2
Section Three	S3 - EDC - Impact of maintenance - 3A	1
Section Three	S3 - EDC - Impact on existing infrastructure - 3A	1
Section Three	S3 - EDC - Less work required/shorter distance - 3C	1
Section Three	S3 - EDC - More work required/longer distance - 3A	1
Section Three	S3 - ENV - Impact on biodiversity	1
Section Three	S3 - ENV - Impact on biodiversity - 3A	6
Section Three	S3 - ENV - Impact on biodiversity - 3B	2
Section Three	S3 - ENV - Impact on biodiversity - 3C	1
Section Three	S3 - ENV - Impact on cultural heritage	1
Section Three	S3 - ENV - Impact on cultural heritage - 3A	6
Section Three	S3 - ENV - Impact on cultural heritage - 3B	5
Section Three	S3 - ENV - Impact on cultural heritage - 3C	2
Section Three	S3 - ENV - Impact on designated sites	4
Section Three	S3 - ENV - Impact on designated sites - 3B	2
Section Three	S3 - ENV - Impact on designated sites - 3C	1
Section Three	S3 - ENV - Impact on landscape and views	10
Section Three	S3 - ENV - Impact on landscape and views - 3A	12
Section Three	S3 - ENV - Impact on landscape and views - 3B	7
Section Three	S3 - ENV - Impact on landscape and views - 3C	3
Section Three	S3 - ENV - Impact on noise levels	4
Section Three	S3 - ENV - Less impact on cultural heritage - 3A	1
Section Three	S3 - ENV - Less impact on designated sites - 3A	1
Section Three	S3 - ENV - Less impact on designated sites - 3C	1
Section Three	S3 - ENV - Less impact on landscape and views	5
Section Three	S3 - ENV - Less impact on landscape and views - 3A	5
Section Three	S3 - ENV - Less impact on landscape and views - 3B	1
Section Three	S3 - ENV - Water and flooding considerations	1
Section Three	S3 - HSS - Aviation considerations - 3A	2
Section Three	S3 - HSS - Impact on health	1
Section Three	S3 - HSS - Impact on health - 3A	3
Section Three	S3 - HSS - Impact on health - 3B	1
Section Three	S3 - Mitigation - avoid properties	4
Section Three	S3 - Mitigation - avoid specific landscape	1
Section Three	S3 - Mitigation - cultural heritage	1
Section Three	S3 - Mitigation - follow the existing line	13
Section Three	S3 - Mitigation - least expensive route	2
Section Three	S3 - Mitigation - most direct route	1
Section Three	S3 - No views/not qualified to comment	27
Section Three	S3 - Oppose - 3A	12
Section Three	S3 - Oppose - 3B	5
Section Three	S3 - Oppose - 3C	2
Section Three	S3 - Other comment	4
Section Three	S3 - Other comments on 3C	2
Section Three	S3 - Overhead lines - cumulative impact	9
Section Three	S3 - Overhead lines - cumulative impact - 3A	5
Section Three	S3 - Overhead lines - oppose	3
Section Three	S3 - Prefer - 3A	13
Section Three	S3 - Prefer - 3A - away from existing line	1
Section Three	S3 - Prefer - 3A - caveat	4
Section Three	S3 - Prefer - 3B	5
Section Three	S3 - Prefer - 3B - caveat	1
Section Three	S3 - Prefer - 3B - follows the existing line	3
Section Three	S3 - Prefer - 3C	8
Section Three	S3 - Prefer - 3C - caveat	6
Section Three	S3 - Prefer - 3C - follows the existing line	2

Theme	Code	Total Count
Section Three	S3 - Should be undergrounded	10
Section Three	S3 - SOC - Impact on business/tourism	1
Section Three	S3 - SOC - Impact on business/tourism - 3A	7
Section Three	S3 - SOC - Impact on business/tourism - 3B	3
Section Three	S3 - SOC - Impact on properties/residents	5
Section Three	S3 - SOC - Impact on properties/residents - 3A	8
Section Three	S3 - SOC - Impact on properties/residents - 3B	9
Section Three	S3 - SOC - Impact on properties/residents - 3C	3
Section Three	S3 - SOC - Impact on property value	5
Section Three	S3 - SOC - Impact on property value - 3A	2
Section Three	S3 - SOC - Impact on property value - 3B	2
Section Three	S3 - SOC - Impact on property value - 3C	2
Section Three	S3 - SOC - Less impact on business/tourism - 3A	1
Section Three	S3 - SOC - Less impact on properties/residents	2
Section Three	S3 - SOC - Less impact on properties/residents - 3A	12
Section Three	S3 - SOC - Less impact on properties/residents - 3B	2
Section Three	S3 - SOC - Less impact on properties/residents - 3C	2
Section Three	S3 - SOC - Less impact on property value - 3A	1
Section Three	S3 - SOC - Less impact on property value - 3C	1
Section Three	S3 - Swap over areas - comments	4
Section Four	S4 - ENV - Impact on biodiversity	3
Section Four	S4 - ENV - Impact on biodiversity - 4A	2
Section Four	S4 - ENV - Impact on biodiversity - 4B	2
Section Four	S4 - ENV - Impact on cultural heritage	4
Section Four	S4 - ENV - Impact on designated sites	3
Section Four	S4 - ENV - Impact on landscape and views	8
Section Four	S4 - ENV - Impact on landscape and views - 4A	3
Section Four	S4 - ENV - Impact on landscape and views - 4B	3
Section Four	S4 - ENV - Impact on noise levels	1
Section Four	S4 - ENV - Impact on noise levels - 4B	1
Section Four	S4 - ENV - Less impact on biodiversity - 4A	2
Section Four	S4 - ENV - Less impact on cultural heritage - 4B	1
Section Four	S4 - ENV - Less impact on landscape and views - 4B	5
Section Four	S4 - HSS - Impact on health	2
Section Four	S4 - HSS - Impact on health - 4A	4
Section Four	S4 - HSS - Impact on health - 4B	4
Section Four	S4 - Mitigation - avoid properties	2
Section Four	S4 - Mitigation - biodiversity	4
Section Four	S4 - Mitigation - designated sites	3
Section Four	S4 - Mitigation - follow the existing line	10
Section Four	S4 - Mitigation - least expensive route	2
Section Four	S4 - Mitigation - most direct route	1
Section Four	S4 - No views	25
Section Four	S4 - Oppose - 4A	4
Section Four	S4 - Oppose - 4B	1
Section Four	S4 - Other comments	2
Section Four	S4 - Overhead lines - cumulative impact	4
Section Four	S4 - Overhead lines - cumulative impact - 4A	3
Section Four	S4 - Overhead lines - oppose	2
Section Four	S4 - Prefer - 4A	6
Section Four	S4 - Prefer - 4A - caveat	3
Section Four	S4 - Prefer - 4A - further from existing line	1
Section Four	S4 - Prefer - 4B	12
Section Four	S4 - Prefer - 4B - caveat	7
Section Four	S4 - Prefer - 4B - follows the existing line	10
Section Four	S4 - Prefer - Either - follows the existing line	1
Section Four	S4 - Should be undergrounded	14
Section Four	S4 - SOC - Impact on business/tourism - 4A	1
Section Four	S4 - SOC - Impact on properties/residents	3
Section Four	S4 - SOC - Impact on properties/residents - 4A	4
Section Four	S4 - SOC - Impact on properties/residents - 4B	2
Section Four	S4 - SOC - Impact on property value	1
Section Four	S4 - SOC - Impact on property value - 4A	2

Theme	Code	Total Count
Section Four	S4 - SOC - Impact on property value - 4B	2
Section Four	S4 - SOC - Less impact on business/tourism - 4B	1
Section Four	S4 - SOC - Less impact on properties/residents - 4A	2
Section Four	S4 - SOC - Less impact on properties/residents - 4B	1
Section Four	S4 - SOC - Less impact on property value - 4B	1
Section Five	S5 - Alternative - suggestions	27
Section Five	S5 - Challenge selection process	4
Section Five	S5 - EDC - Ease of access - 5D	1
Section Five	S5 - EDC - Ease of access - 5E	1
Section Five	S5 - EDC - Existing infrastructure	1
Section Five	S5 - EDC - Existing infrastructure - 5A	7
Section Five	S5 - EDC - Existing infrastructure - GN	1
Section Five	S5 - EDC - Future infrastructure - 5A	1
Section Five	S5 - EDC - Impact of access - 5A	12
Section Five	S5 - EDC - Impact of access - AS	2
Section Five	S5 - EDC - Impact of construction	1
Section Five	S5 - EDC - Impact of construction - 5A	3
Section Five	S5 - EDC - Impact of construction - 5C	1
Section Five	S5 - EDC - Impact of construction - 5D	2
Section Five	S5 - EDC - Impact of construction - 5E	2
Section Five	S5 - EDC - Impact of construction - AN	1
Section Five	S5 - EDC - Impact of construction - AS	2
Section Five	S5 - EDC - Impact of maintenance - AS	1
Section Five	S5 - EDC - Impact of pylons - AS	1
Section Five	S5 - EDC - Impact on traffic - AN	1
Section Five	S5 - EDC - Less impact on traffic - AC	1
Section Five	S5 - EDC - Less work required/shorter distance - 5C	2
Section Five	S5 - EDC - Less work required/shorter distance - 5D	34
Section Five	S5 - EDC - Less work required/shorter distance - 5E	45
Section Five	S5 - EDC - Less work required/shorter distance - 5H	9
Section Five	S5 - EDC - Less work required/shorter distance - AC	1
Section Five	S5 - EDC - Less work required/shorter distance - AN	16
Section Five	S5 - EDC - Less work required/shorter distance - GN	8
Section Five	S5 - EDC - More work required/longer distance - 5A	9
Section Five	S5 - EDC - More work required/longer distance - AS	1
Section Five	S5 - EDC - Other comments	2
Section Five	S5 - ENV - Impact on biodiversity	5
Section Five	S5 - ENV - Impact on biodiversity - 5A	18
Section Five	S5 - ENV - Impact on biodiversity - 5B	1
Section Five	S5 - ENV - Impact on biodiversity - 5C	2
Section Five	S5 - ENV - Impact on biodiversity - 5F	1
Section Five	S5 - ENV - Impact on biodiversity - AC	3
Section Five	S5 - ENV - Impact on biodiversity - AS	7
Section Five	S5 - ENV - Impact on cultural heritage	5
Section Five	S5 - ENV - Impact on cultural heritage - 5A	14
Section Five	S5 - ENV - Impact on cultural heritage - 5B	5
Section Five	S5 - ENV - Impact on cultural heritage - 5C	6
Section Five	S5 - ENV - Impact on cultural heritage - 5E	3
Section Five	S5 - ENV - Impact on cultural heritage - 5F	1
Section Five	S5 - ENV - Impact on cultural heritage - 5G	1
Section Five	S5 - ENV - Impact on cultural heritage - 5H	1
Section Five	S5 - ENV - Impact on cultural heritage - AC	5
Section Five	S5 - ENV - Impact on cultural heritage - AN	2
Section Five	S5 - ENV - Impact on cultural heritage - AS	6
Section Five	S5 - ENV - Impact on cultural heritage - GN	1
Section Five	S5 - ENV - Impact on cultural heritage - GS	2
Section Five	S5 - ENV - Impact on cultural heritage - sealing end compounds	1
Section Five	S5 - ENV - Impact on designated sites	13
Section Five	S5 - ENV - Impact on designated sites - 5A	2
Section Five	S5 - ENV - Impact on designated sites - 5B	1
Section Five	S5 - ENV - Impact on designated sites - 5C	1
Section Five	S5 - ENV - Impact on designated sites - 5F	1
Section Five	S5 - ENV - Impact on designated sites - AC	3

Theme	Code	Total Count
Section Five	S5 - ENV - Impact on designated sites - sealing end compounds	2
Section Five	S5 - ENV - Impact on landscape and views	41
Section Five	S5 - ENV - Impact on landscape and views - 5A	48
Section Five	S5 - ENV - Impact on landscape and views - 5B	21
Section Five	S5 - ENV - Impact on landscape and views - 5C	19
Section Five	S5 - ENV - Impact on landscape and views - 5D	2
Section Five	S5 - ENV - Impact on landscape and views - 5E	10
Section Five	S5 - ENV - Impact on landscape and views - 5F	2
Section Five	S5 - ENV - Impact on landscape and views - 5G	2
Section Five	S5 - ENV - Impact on landscape and views - 5H	2
Section Five	S5 - ENV - Impact on landscape and views - AC	9
Section Five	S5 - ENV - Impact on landscape and views - AN	1
Section Five	S5 - ENV - Impact on landscape and views - AS	27
Section Five	S5 - ENV - Impact on landscape and views - GN	1
Section Five	S5 - ENV - Impact on landscape and views - GS	2
Section Five	S5 - ENV - Impact on landscape and views - sealing end compounds	2
Section Five	S5 - ENV - Impact on noise levels	8
Section Five	S5 - ENV - Impact on noise levels - 5A	13
Section Five	S5 - ENV - Impact on noise levels - 5B	1
Section Five	S5 - ENV - Impact on noise levels - 5C	1
Section Five	S5 - ENV - Impact on noise levels - 5D	1
Section Five	S5 - ENV - Impact on noise levels - AC	1
Section Five	S5 - ENV - Impact on noise levels - AS	2
Section Five	S5 - ENV - Less impact on biodiversity - 5B	1
Section Five	S5 - ENV - Less impact on biodiversity - 5C	1
Section Five	S5 - ENV - Less impact on biodiversity - 5D	2
Section Five	S5 - ENV - Less impact on biodiversity - 5E	4
Section Five	S5 - ENV - Less impact on biodiversity - 5G	1
Section Five	S5 - ENV - Less impact on cultural heritage - GN	2
Section Five	S5 - ENV - Less impact on designated sites - AN	1
Section Five	S5 - ENV - Less impact on landscape and views	1
Section Five	S5 - ENV - Less impact on landscape and views - 5A	1
Section Five	S5 - ENV - Less impact on landscape and views - 5C	1
Section Five	S5 - ENV - Less impact on landscape and views - 5D	11
Section Five	S5 - ENV - Less impact on landscape and views - 5E	18
Section Five	S5 - ENV - Less impact on landscape and views - 5F	1
Section Five	S5 - ENV - Less impact on landscape and views - 5H	8
Section Five	S5 - ENV - Less impact on landscape and views - AC	1
Section Five	S5 - ENV - Less impact on landscape and views - AN	13
Section Five	S5 - ENV - Less impact on landscape and views - AS	1
Section Five	S5 - ENV - Less impact on landscape and views - GN	10
Section Five	S5 - ENV - Water and flooding considerations	2
Section Five	S5 - ENV - Water and flooding considerations - 5A	3
Section Five	S5 - ENV - Water and flooding considerations - 5D	1
Section Five	S5 - ENV - Water and flooding considerations - 5E	1
Section Five	S5 - ENV - Water and flooding considerations - AC	1
Section Five	S5 - ENV - Water and flooding considerations - AN	1
Section Five	S5 - HSS - Impact on health	3
Section Five	S5 - HSS - Impact on health - 5A	8
Section Five	S5 - HSS - Impact on health - 5B	3
Section Five	S5 - HSS - Impact on health - 5C	2
Section Five	S5 - HSS - Impact on health - 5D	3
Section Five	S5 - HSS - Impact on health - 5E	1
Section Five	S5 - HSS - Impact on health - AS	2
Section Five	S5 - HSS - Safety considerations	1
Section Five	S5 - HSS - Safety considerations - AC	1
Section Five	S5 - HSS - Safety considerations - AS	1
Section Five	S5 - Mitigation - avoid popular/leisure areas	2
Section Five	S5 - Mitigation - avoid properties	3
Section Five	S5 - Mitigation - biodiversity	2
Section Five	S5 - Mitigation - cultural heritage	2
Section Five	S5 - Mitigation - designated sites	1
Section Five	S5 - Mitigation - follow the existing line	14

Theme	Code	Total Count
Section Five	S5 - Mitigation - landscape/visual/screening	7
Section Five	S5 - Mitigation - landscape/visual/screening - sealing end compounds	1
Section Five	S5 - Mitigation - least expensive route	18
Section Five	S5 - Mitigation - least overall impact	2
Section Five	S5 - Mitigation - most direct route	11
Section Five	S5 - Mitigation - other	6
Section Five	S5 - Mitigation - protect specific landscapes	2
Section Five	S5 - MS - should be undergrounded	26
Section Five	S5 - No views	16
Section Five	S5 - Oppose - 5A	30
Section Five	S5 - Oppose - 5B	13
Section Five	S5 - Oppose - 5C	14
Section Five	S5 - Oppose - 5D	2
Section Five	S5 - Oppose - 5E	5
Section Five	S5 - Oppose - 5F	1
Section Five	S5 - Oppose - AC	7
Section Five	S5 - Oppose - AC - caveat	1
Section Five	S5 - Oppose - AN	1
Section Five	S5 - Oppose - AS	9
Section Five	S5 - Oppose - AS - caveat	1
Section Five	S5 - Oppose - GN	2
Section Five	S5 - Oppose - GS	1
Section Five	S5 - Other comment	19
Section Five	S5 - Other comment - GN	1
Section Five	S5 - Other comment - GS	1
Section Five	S5 - Other comment on 5A	1
Section Five	S5 - Other comment on 5D	1
Section Five	S5 - Other comment on 5E	1
Section Five	S5 - Other comment on AN	2
Section Five	S5 - Overhead lines - cumulative impact	8
Section Five	S5 - Overhead lines - cumulative impact - 5A	1
Section Five	S5 - Overhead lines - cumulative impact - 5B	1
Section Five	S5 - Overhead lines - cumulative impact - 5D	1
Section Five	S5 - Overhead lines - cumulative impact - 5E	1
Section Five	S5 - Overhead lines - cumulative impact - 5G	1
Section Five	S5 - Overhead lines - cumulative impact - 5H	1
Section Five	S5 - Overhead lines - oppose	16
Section Five	S5 - Prefer - 5A	3
Section Five	S5 - Prefer - 5C	6
Section Five	S5 - Prefer - 5C - caveat	1
Section Five	S5 - Prefer - 5C - follows the existing line	1
Section Five	S5 - Prefer - 5D	17
Section Five	S5 - Prefer - 5D - caveat	5
Section Five	S5 - Prefer - 5D - follows the existing line	11
Section Five	S5 - Prefer - 5E	33
Section Five	S5 - Prefer - 5E - caveat	19
Section Five	S5 - Prefer - 5E - follows the existing line	17
Section Five	S5 - Prefer - 5F	1
Section Five	S5 - Prefer - 5G	1
Section Five	S5 - Prefer - 5H	2
Section Five	S5 - Prefer - 5H - caveat	2
Section Five	S5 - Prefer - 5H - follows the existing line	2
Section Five	S5 - Prefer - AC	7
Section Five	S5 - Prefer - AC - caveat	1
Section Five	S5 - Prefer - AC - development already exists	3
Section Five	S5 - Prefer - AN	40
Section Five	S5 - Prefer - AN - caveat	8
Section Five	S5 - Prefer - AN - development already exists	6
Section Five	S5 - Prefer - AS	2
Section Five	S5 - Prefer - GN	1
Section Five	S5 - Prefer - GN - development already exists	4
Section Five	S5 - Should be undergrounded	67
Section Five	S5 - SOC - Impact on business/tourism	15

Theme	Code	Total Count
Section Five	S5 - SOC - Impact on business/tourism - 5A	41
Section Five	S5 - SOC - Impact on business/tourism - 5B	15
Section Five	S5 - SOC - Impact on business/tourism - 5C	17
Section Five	S5 - SOC - Impact on business/tourism - 5D	3
Section Five	S5 - SOC - Impact on business/tourism - 5E	2
Section Five	S5 - SOC - Impact on business/tourism - AC	4
Section Five	S5 - SOC - Impact on business/tourism - AN	1
Section Five	S5 - SOC - Impact on business/tourism - AS	4
Section Five	S5 - SOC - Impact on future generations	3
Section Five	S5 - SOC - Impact on future generations - AC	2
Section Five	S5 - SOC - Impact on properties/residents	12
Section Five	S5 - SOC - Impact on properties/residents - 5A	44
Section Five	S5 - SOC - Impact on properties/residents - 5B	19
Section Five	S5 - SOC - Impact on properties/residents - 5C	18
Section Five	S5 - SOC - Impact on properties/residents - 5D	6
Section Five	S5 - SOC - Impact on properties/residents - 5E	8
Section Five	S5 - SOC - Impact on properties/residents - 5F	1
Section Five	S5 - SOC - Impact on properties/residents - 5G	1
Section Five	S5 - SOC - Impact on properties/residents - AC	3
Section Five	S5 - SOC - Impact on properties/residents - AN	1
Section Five	S5 - SOC - Impact on properties/residents - AS	4
Section Five	S5 - SOC - Impact on property value	4
Section Five	S5 - SOC - Impact on property value - 5A	27
Section Five	S5 - SOC - Impact on property value - 5B	5
Section Five	S5 - SOC - Impact on property value - 5C	3
Section Five	S5 - SOC - Impact on property value - 5D	2
Section Five	S5 - SOC - Impact on property value - 5E	3
Section Five	S5 - SOC - Impact on property value - AS	1
Section Five	S5 - SOC - Impact on transport routes - 5A	25
Section Five	S5 - SOC - Impact on transport routes - 5B	3
Section Five	S5 - SOC - Impact on transport routes - 5C	4
Section Five	S5 - SOC - Less impact on business/tourism - 5E	12
Section Five	S5 - SOC - Less impact on business/tourism - AC	2
Section Five	S5 - SOC - Less impact on properties/residents - 5A	3
Section Five	S5 - SOC - Less impact on properties/residents - 5C	2
Section Five	S5 - SOC - Less impact on properties/residents - 5D	30
Section Five	S5 - SOC - Less impact on properties/residents - 5E	53
Section Five	S5 - SOC - Less impact on properties/residents - 5F	1
Section Five	S5 - SOC - Less impact on properties/residents - 5H	1
Section Five	S5 - SOC - Less impact on properties/residents - AC	1
Section Five	S5 - SOC - Less impact on properties/residents - AN	8
Section Five	S5 - SOC - Less impact on properties/residents - AS	1
Section Five	S5 - SOC - Less impact on property value - 5C	1
Section Five	S5 - SOC - Less impact on property value - 5E	2
Section Five	S5 - SOC - Less impact on transport routes - 5D	2
Section Five	S5 - SOC - Less impact on transport routes - 5E	14
Section Five	S5 - SOC - Less impact on transport routes - AN	1
Section Five	S5 - Undergrounding concern/oppose	6
Socio-economic	SOC - Benefits the local economy/will create jobs	5
Socio-economic	SOC - Impact on business/tourism	116
Socio-economic	SOC - Impact on future generations	15
Socio-economic	SOC - Impact on properties/residents	40
Socio-economic	SOC - Impact on property value	38
Socio-economic	SOC - Less impact on properties/residents	2
Socio-economic	SOC - Mitigation - avoid properties/impact on people	8
Socio-economic	SOC - Mitigation - compensation	22
Socio-economic	SOC - Mitigation - other socioeconomic	4
Socio-economic	SOC - Opportunities for enhancement	1
Strategic Options	SOP - Alternative - suggestions	15
Strategic Options	SOP - Challenge/question Hybrid	6
Strategic Options	SOP - General support	1
Strategic Options	SOP - Hybrid - other comment	3
Strategic Options	SOP - Overhead lines - cumulative impact	55

Theme	Code	Total Count
Strategic Options	SOP - Overhead lines - oppose general	1768
Strategic Options	SOP - Overhead lines - other comment	5
Strategic Options	SOP - Overhead lines - support	1
Strategic Options	SOP - Prefer Hybrid	13
Strategic Options	SOP - Prefer subsea - AC	3
Strategic Options	SOP - Prefer subsea - general	1758
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Appendix 12

Project Newsletter June 2016 (English)

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Plans for underground connection at Menai Strait take shape



- Overhead line routes nearest to Gaerwen, Llanddaniel Fab and Bangor not being taken forward
- Up to 5km to go underground
- Sealing end compound search areas reduced in size to keep equipment further from coast and AONB
- Connection will go under the Menai Strait – more information on how and where
- More detailed information on the whole connection and consultation before the end of the year

At our last consultation, we told you we would be putting the connection for Wylfa Newydd underground at the Menai Strait. Our work to do this has been making good progress so we can now give you more details.

Your feedback from the last consultation clearly showed that the area around the Menai Strait is special and should be preserved. You told us that the landscape and environment is valued by residents and visitors.

Our teams have been looking carefully at the geology of the Strait, communities and heritage in the area, as well as the wildlife and marine environment. And they've been talking to specialist organisations, including Bangor University about this important work.

We've also been doing a lot of work to solve the complex engineering challenges of going underneath the Menai Strait. This has a big influence on exactly how and

where we make the crossing, the equipment we need and where it could go. This includes equipment for sealing end compounds – where we connect overhead and underground sections.

We are now clearer about how we will cross the Menai Strait.

- On Anglesey, the 5D route, part of the 5A route and south sealing end compound search area, closest to Gaerwen and Llanddaniel Fab are not being taken forward. People had concerns about pylons in a new area – we've assessed this and think other routes will have less impact on views, cultural heritage and places of historic interest
- In Gwynedd, the 5H route and north sealing end compound search area near Bangor are also not being taken forward. We think the other routes we are looking at will have fewer effects on communities and the landscape

- We've reduced the sizes of the remaining sealing end compound search areas – where we will go underground – to keep our equipment further from the coast and Area of Outstanding Natural Beauty (AONB). This means the connection will be underground for up to 5km
- We have identified four areas where we could go underneath the Menai Strait and two technologies we could use

Find out more

Q&A on back page

Map inside:

- Routes not taken forward
- Size of sealing end search areas reduced
- Proposed crossing areas



The challenge of crossing the Menai Strait



One of the big questions people have asked is exactly how we'll cross the Menai Strait. It's something we've been working hard to establish and now have a much clearer understanding of how best to do this.

The unique and special features on the coast and in the Strait itself make approaching and crossing the Menai Strait a challenge.

You have told us how important all these features are and we have focused on keeping the effects of our work on them as low as we can.

Meeting all of these requirements, while also meeting strict technical needs to make sure the connection is safe and reliable, is a big engineering challenge that we've been working hard to solve.

We have two technologies we could use to go under the Strait – horizontal directional drilling (HDD) or tunnelling. We've ruled out other technologies we don't think are suitable.

Our decision on which technology to use will mainly be driven by how best to meet the technical and engineering challenges in this area.

We will be back to talk to you later in the year so you can tell us what you think of our proposals in this area, as well as the rest of the connection.

- We've considered the many communities, properties and businesses and we've thought about the views to and from these
- There are valued heritage features such as the Vaynol Estate, The Marquess of Anglesey's Column and Plas Newydd, which are also important to tourism
- There are physical challenges such as the tide and the geology on either side of, and underneath, the Strait we have to consider
- And there are the iconic views along the Strait and to the surrounding landscape which are important to residents and visitors

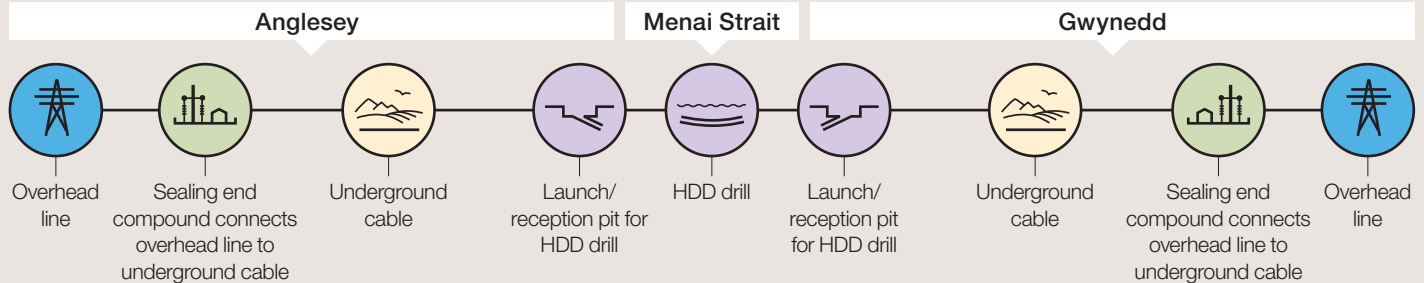
More information online

- Pictures and diagrams of underground connections
- More information on all of the technologies we've considered to cross the Menai Strait
- News and updates
- Interactive maps
- Fact sheets on our work

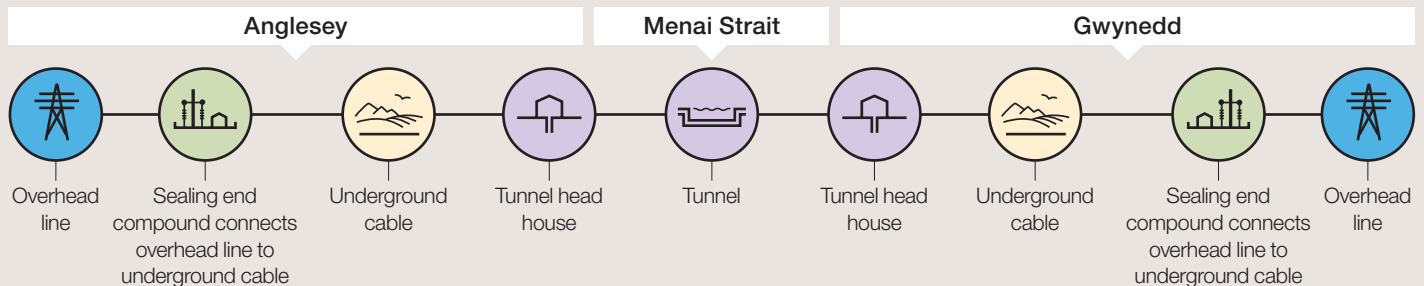
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We have two technologies we could use to go under the Strait – horizontal directional drilling (HDD) or tunnelling.

HDD (Horizontal directional drilling)



Tunnelling



Sealing end compounds

- Connect overhead line with underground cable
- Typically about one acre in size
- Contain equipment up to 20m high
- Sealing end required at each end of underground cable (one in Anglesey, one in Gwynedd)

Underground cables

- Four trenches each approx 1.5m wide x 1.5m deep
- Each trench would contain three cables
- Temporary road required for length of underground section during construction
- Continuous working width of up to 65m

Horizontal directional drilling (HDD)

- Launch pit receives HDD drill – pit approx 150m by 100m
- Launch pit/reception pit located close to the shore
- Steerable drill is used to create a hole beneath the seabed from launch pit to reception pit
- Each hole is lined using cable ducts – long welded sections of plastic pipe
- Electricity cables then pulled through ducts
- 14 drills required in total – 12 for electricity cables and two for communication lines which monitor cable performance

Tunnelling

- Tunnel starts at tunnel head house – head house approx 16m in diameter and 7m high
- Vertical shaft 15m internal diameter and approx 100m deep from head house to crossing depth beneath the Strait
- Tunnel boring machine creates tunnel
- Permanent shaft provides access for drilling equipment, cable installation and ongoing maintenance
- Shaft and head house required at each end of tunnel
- One tunnel required – approx 5m in diameter

What happens next?

The engineering requirements of going under the Menai Strait are being reviewed as part of our work currently. Our proposals on sealing end compound sites, the technology we will use and where we go underneath the Menai Strait will be based on how

best to meet these engineering challenges. We will present these proposals at the end of the year for consultation and will be asking people for their comments then. We hope you continue to take part in developing our work.

Your questions answered

Q Why can't you put all of the second connection for Wylfa Newydd underground?

A We know many people and Isle of Anglesey Council want us to put the additional connection underground in all areas as well as the Menai Strait. Compared to pylons, underground cables are very expensive – several times more expensive per kilometre. The UK government makes sure our proposals offer value for money because everything we spend is passed on to all of us through our energy bills. Underground construction is also very invasive. It requires a continuous working width up to 65m, which can have significant effects on ecology, archaeology and agricultural practices when compared to overhead lines. This must also be considered.

For these reasons, we do not think the right option is putting the entire connection underground. We're continuing to look closely at the routes we have proposed, including the approach to the coast and we have not yet made any final decisions.

We'll be consulting on detailed proposals at the end of the year and will provide more details then.

Q Surely the costs of putting the connection underground are fair when you consider the effects there could be on Anglesey and Gwynedd?

A We know that many people have concerns about the potential effects of pylons on the local area and particularly on tourism. We have considered effects on the local economy at every stage of our work.

We're going under the ground at the Menai Strait which means no additional pylons near to the coast and AONB. It also helps avoid effects on popular tourist attractions including Plas Newydd and The Vaynol Estate, places you said are highly valued.

Tourism is one of the reasons we chose the corridor closest to the existing overhead line, and why we have proposed route options near to it. This keeps our equipment together, so any visual effects are in one area.

Q When will you have more detail on the proposals at the Menai Strait?

A We expect to have more information at the end of the year. We have lots of useful feedback from our consultation last year, which we're continuing to consider and have lots of information from our studies in and around the Menai Strait. The engineering requirements of going under the Menai Strait are being reviewed as part of our work currently. Our proposals on sealing end compound sites, the technology we will use and where we go underneath the Menai Strait will be based on how best to meet these engineering challenges.

Q When are you next consulting on your proposals around the Menai Strait?

A Our next consultation will be at the end of the year when we will have more detail on sealing end compounds and other equipment we'll need to go underneath the Menai Strait. We will also have proposals for the route under the Strait. We'll present these proposals and ask for your comments.

There are more questions and answers on our website – log on to find out more.

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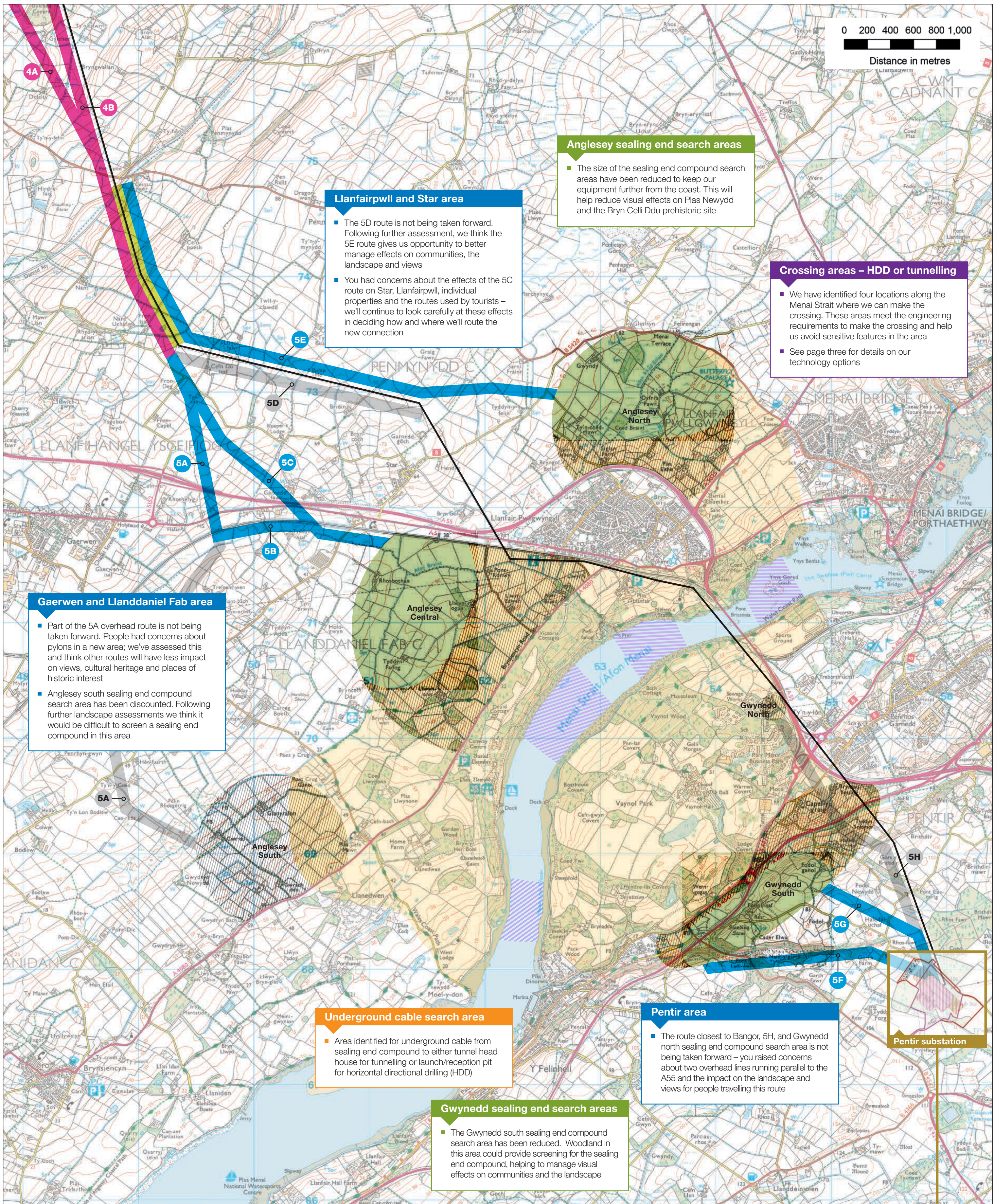


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The options we're looking at to cross the Menai Strait



Key

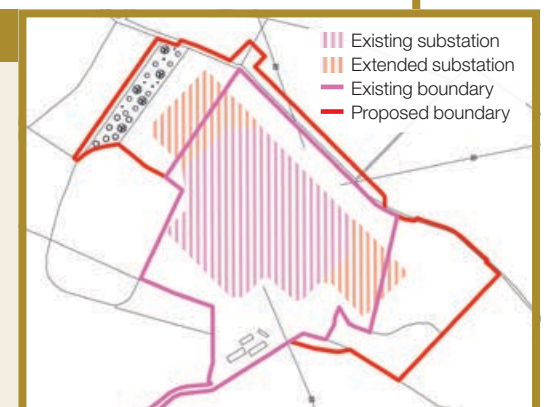
100m wide overhead line route options

- Section 4**
- Section 5**
- Route options not being taken forward
- Area of potential line swap over

- Crossing areas
- Existing 400kV overhead line
- Underground cable search area
- Sealing end search areas
- Sealing end search areas not being taken forward

Extending Pentir substation

- We need to extend our substation at Pentir to install equipment needed for the second connection for Wylfa Newydd
- We have now established how much land we will need for this and are developing detailed designs for consultation later in the year



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Appendix 12

Project Newsletter June 2016 (Welsh)

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Newyddion y Prosiect

Cysylltiad Gogledd Cymru - cysylltu ynni newydd carbon isel yng Ngogledd Cymru

Mehafin 2016

Cynlluniau ar gyfer tanddaearu'r cysylltiad i groesi Afon Menai yn datblygu



- Peidio â symud ymlaen â'r llwybrau agosaf at y Gaerwen, Llanddaniel Fab a Bangor ar gyfer llinell uwch ben
- Hyd at 5km i fynd o dan y ddaear
- Lleihau ardaloedd chwilio'r compowndiau pennau selio er mwyn cadw'r offer ymhellach o'r arfordir a'r AHNE
- Bydd y cysylltiad yn mynd o dan Afon Menai – rhagor o wybodaeth sut a lle
- Gwybodaeth fanylach am y cysylltiad cyfan ac ymgynghoriad cyn diwedd y flwyddyn

Yn ein hymgyngoriad diwethaf, dywedom ni y byddem yn rhoi cysylltiad Wylfa Newydd o dan y ddaear i groesi Afon Menai. Mae ein gwaith ar hyn wedi dod ymlaen yn dda a gallwn roi rhagor o fanylion i chi erbyn hyn.

Roedd eich ymateb i'r ymgynghoriad diwethaf yn dangos yn glir bod ardal Afon Menai yn arbennig ac y dylid ei gwarchod. Fe ddywedoch chi bod y trigolion ac ymwelwyr yn gwerthfawrogi'r dirwedd a'r amgylchedd.

Mae ein timau wedi bod yn edrych yn ofalus ar ddaear Afon Menai, cymunedau a threftadaeth yr ardal, y bywyd gwylt a'r amgylchedd morol. Ac maent wedi bod yn siarad â sefydliadau arbenigol, yn cynnwys Prifysgol Bangor, am y gwaith pwysig hwn.

Yn ogystal, rydym wedi gwneud llawer o waith i ddatrys anawsterau peirianyddol cymhleth mynd o dan Afon Menai. Mae hyn wedi dylanwadu'n fawr ar sut a lle yn union y byddwn yn croesi, yr offer y

bydd arnom eu hangen a lle y gallent fynd. Mae hyn yn cynnwys offer ar gyfer compowndiau pennau selio – lle rydym yn cysylltu'r darnau uwch ben â'r darnau tanddaear.

Mae'n gliriach i ni erbyn hyn sut y byddwn yn croesi Afon Menai.

- Ar Ynys Môn, ni fyddwn yn symud ymlaen â llwybr 5D, rhan o llwybr 5A nac ardal chwilio compownd pen selio, De, sydd agosaf at y Gaerwen a Llanddaniel Fab. Roedd pobl yn pryderu am beilonau mewn ardal newydd – rydym wedi asesu hyn a chredwn y caiff llwybrau eraill lai o effaith ar olygfeydd, treftadaeth ddiwylliannol a lleoedd o ddiddordeb hanesyddol
- Yng Ngwynedd, ni fyddwn yn symud ymlaen â llwybr 5H nac ardal chwilio compownd pen selio, Gogledd ger Bangor chwaith. Credwn y bydd y llwybrau eraill yn cael llai o effaith ar gymunedau a'r dirwedd

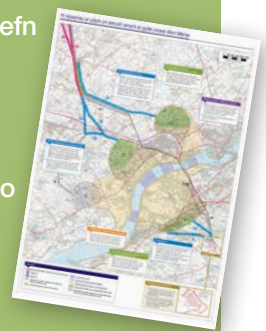
- Rydym wedi lleihau maint yr ardaloedd chwilio compowndiau pennau selio eraill – lle byddwn yn mynd o dan y ddaear – er mwyn cadw'n hoffer ymhellach o'r arfordir a'r Ardal o Harddwch Naturiol Eithriadol (AHNE). Mae hyn yn golygu y bydd y cysylltiad o dan y ddaear am hyd at 5km
- Rydym wedi pennu pedair ardal lle gallem fynd o dan Afon Menai a dwy dechnoleg y gallem eu defnyddio

Dysgu rhagor

Holi ac ateb ar y cefn

Map y tu mewn:

- Llwybrau na ddewiswyd
- Lleihau maint yr ardaloedd chwilio compowndiau pennau selio
- Ardaloedd croesi posibl



Her croesi Afon Menai



Rhagor o wybodaeth ar-lein

- Lluniau a diagramau o gysylltiadau tanddaear
- Rhagor o wybodaeth am yr holl dechnolegau rydym wedi'u hystyried ar gyfer croesi Afon Menai
- Newyddion a diweddariadau
- Mapiau rhyngweithiol
- Tafleini ffeithiau am ein gwaith

www.cysylltiadgogleddcymru.com

Un o'r cwestiynau mawr y mae pobl wedi'u gofyn yw sut yn union y byddwn yn croesi Afon Menai. Rydym wedi bod yn gweithio'n galed i benderfynu ar hyn ac rydym yn deall yn well o lawer yn awr sut orau i'w wneud.

Gan fod nodweddion arbennig ac unigryw ar yr arfordir ac yn Afon Menai ei hunan, mae dynesu at y Fenai a'i chroesi yn gryn her.

- Rydym wedi ystyried y cymunedau, y cartrefi a'r busnesau niferus ac wedi meddwl am y golygfeydd tuag atynt ac ohonynt
- Mae yna nodweddion treftadaeth gwerthfawr fel Stad y Faenol, Tŵr Marcwis a Phlas Newydd sydd hefyd yn bwysig o ran twristiaeth
- Mae heriau ffisegol y mae'n rhaid i ni eu hystyried fel y llanw a daeareg y naill ochr a'r llall i'r Fenai ac oddi tani
- Ac mae'r golygfeydd eiconig ar hyd y Fenai ac o'r dirwedd gyfagos, sy'n bwysig i bobl yr ardal ac ymwelwyr

Dywedoch wrthym pa mor bwysig yw'r holl nodweddion hyn ac rydym wedi canolbwyntio ar sicrhau bod ein gwaith yn cael cyn lleied o effaith ag y bo modd arnynt.

Mae bodloni'r holl ofnion hyn, a gofnion technegol manwl er mwyn sicrhau bod y cysylltiad yn ddiogel ac yn ddibynadwy, yn her beiranyddol fawr a buom yn gweithio'n galed i ymateb iddi.

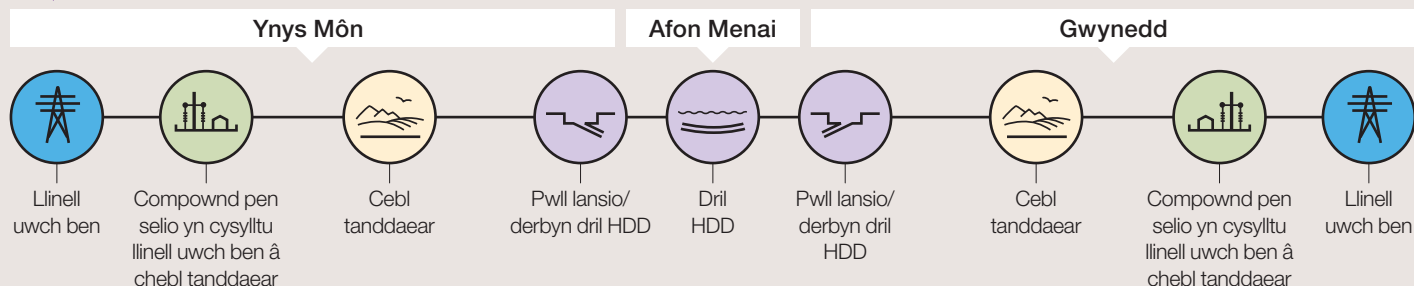
Mae dwy dechnoleg y gallem eu defnyddio i fynd o dan y Fenai – drilio cyfeiriadol llorweddol (HDD) neu dwnelu. Rydym wedi gwrthod technolegau eraill am nad ydym yn meddwl eu bod yn addas.

Bydd ein penderfyniad ar ba dechnoleg i'w defnyddio'n dibynnu'n bennaf ar y ffordd orau i ymateb i'r heriau technegol a pheiranyddol yn yr ardal.

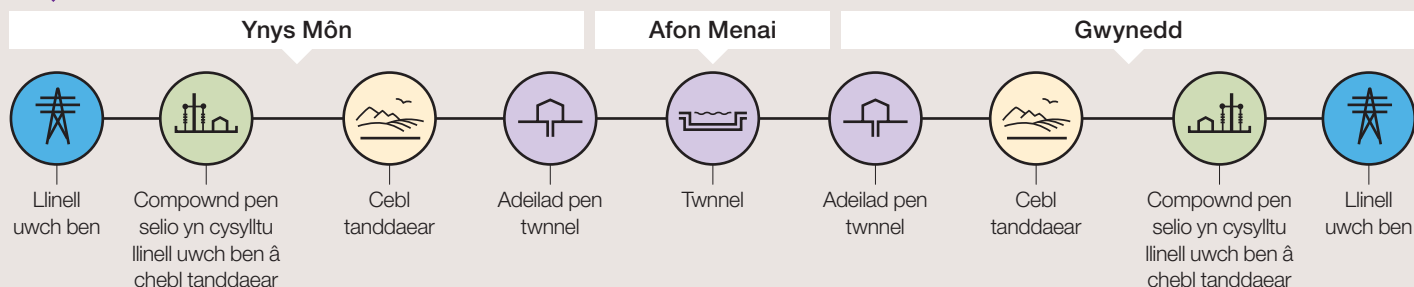
Mi ddown ni yn ôl i siarad â chi cyn diwedd y flwyddyn fel y cewch ddweud eich barn am ein cynlluniau yn yr ardal hon a gweddill y cysylltiad.

Mae dwy dechnoleg y gallem eu defnyddio i fynd o dan y Fenai – drilio cyfeiriadol llorweddol (HDD) neu dwnelu.

HDD (Drilio cyfeiriadol llorweddol)



Twnelu



Compowndiau pen selio

- Cysylltu llinell uwch ben a chebl tanddaear
- Tuag erw o faint fel rheol
- Cynnwys offer hyd at 20m o uchder
- Angen pen selio ar y naill ben a'r llall i'r cebl tanddaear (un ar Ynys Môn, un yng Ngwynedd)

Ceblau tanddaear

- Pedair ffos, pob un tuag 1.5m o led x 1.5m o ddyfnder
- Byddai pob ffos yn dal tri chebl
- Angen ffordd dros dro i redeg ar hyd y darn tanddaear yn ystod y gwaith adeiladu
- Lled gweithio parhaus o hyd at 65m

Drilio cyfeiriadol llorweddol (HDD)

- Pwll lansio yn derbyn dril HDD – pwll tua 150m wrth 100m
- Pwll lansio/pwll derbyn yn agos at y lan
- Defnyddir dril y gellir ei lywio i greu twll o dan wely'r môr o'r pwll lansio i'r pwll derbyn
- Caiff pob twll ei leinio gan ddefnyddio pibellau dal ceblau – darnau hir o bibellau plastig wedi'u weldio
- Yna, caiff ceblau trydan eu tynnu trwy'r pibellau hyn
- Angen cyfanswm o 14 dril – 12 ar gyfer ceblau trydan a dau ar gyfer llinellau cyfathrebu sy'n monitro perfformiad y ceblau

Twnelu

- Y twunnel yn cychwyn mewn adeilad pen twunnel – tuag 16m o ddiamedr a 7m o uchder
- Siafft fertigol 15m o ddiamedr mewnol a thua 100m o ddyfnder o'r adeilad pen twunnel i'r dyfnder croesi o dan Afon Menai
- Peiriant twnelu yn creu twunnel
- Siafft barhaol i'w defnyddio ar gyfer offer drilio, gosod ceblau a gwaith cynnal a chadw parhaus
- Angen siafft ac adeilad pen twunnel ar y naill ben a'r llall i'r twunnel
- Angen un twunnel – tua 5m o ddiamedr

Beth sy'n digwydd nesaf?

Mae gofynion peirianyddol mynd o dan Afon Menai yn cael eu hadolygu fel rhan o'n gwaith presennol. Bydd ein cynlluniau ar gyfer safleoedd compowndiau pen selio, y dechnoleg a ddefnyddiwn a lle yr awn o dan Afon Menai yn cael eu seilio ar y ffordd orau o ymateb i'r heriau

peirianyddol hyn. Byddwn yn cyflwyno'r cynlluniau hyn i ymgynghori arnynt tua diwedd y flwyddyn a byddwn yn gofyn i bobl am eu sylwadau bryd hynny. Gobeithio y byddwch yn dal i gymryd rhan wrth i ni ddatblygu ein gwaith.

Atebion i'ch cwestiynau

C Pam na allwch chi roi ail gysylltiad Wylfa Newydd i gyd o dan y ddaear?

A Gwyddom fod llawer o bobl a Chyngor Ynys Môn yn dymuno i ni roi'r cysylltiad ychwanegol o dan y ddaear ym mhob man, nid dim ond o dan Afon Menai. O'u cymharu â pheilonau, mae ceblau tanddaear yn gostus iawn – sawl gwaith yn fwy costus am bob cilometr. Mae Llywodraeth y Deyrnas Unedig yn sicrhau bod ein cynlluniau'n cynnig gwerth am arian oherwydd mae ein holl wariant ni'n cael ei basio ymlaen i bawb ohonom trwy ein biliau ynni. Mae gwaith adeiladu tanddaear yn ymyrrol iawn hefyd. Mae angen lled gweithio parhaus o hyd at 65m, a all gael llawer mwy o effaith na llinellau uwch ben ar ecoleg, archaeoleg a gwaith ffermio. Rhaid ystyried hyn hefyd.

Am y rhesymau hynny, nid ydym yn meddwl mai rhoi'r cysylltiad cyfan o dan y ddaear yw'r dewis cywir. Rydym yn dal i edrych yn fanwl ar y llwybrau a gynigiwyd gennym, yn cynnwys y llwybrau tua'r arfordir ac nid ydym wedi gwneud penderfyniadau terfynol hyd yma.

Byddwn yn ymgynghori ar ein cynlluniau manwl tua diwedd y flwyddyn a bydd gennym ragor o fanylion bryd hynny.

C Does bosib nad yw costau rhoi'r cysylltiad o dan y ddaear yn deg wrth ystyried yr effeithiau posibl ar Ynys Môn a Gwynedd?

A Gwyddom fod llawer o bobl yn bryderus am effeithiau posibl peilonau ar yr ardal ac yn enwedig ar dwristiaeth. Rydym wedi ystyried yr effeithiau ar yr economi leol ar bob cam o'n gwaith.

Rydym yn mynd o dan y ddaear i groesi Afon Menai sy'n golygu na fydd rhagor o beilonau ger yr arfordir a'r AHNE. Mae hefyd yn helpu i osgoi effeithio ar atyniadau poblogaidd i ymwelwyr yn cynnwys Plas Newydd a Stad y Faenol – lleoedd y dywedoch chi eu bod yn werthfawr iawn.

Twristiaeth yw un o'r rhesymau pam y dewisom y coridor agosaf at y llinell uwch ben bresennol a pham yr ydym wedi cynnig llwybrau posibl gerllaw iddi. Mae hyn yn cadw ein hoffer gyda'i gilydd, fel bod unrhyw effeithiau gweledol mewn un ardal.

C Pryd fydd gennych ragor o fanylion am y cynlluniau ar gyfer Afon Menai?

A Disgwylwch y bydd gennym ragor o wybodaeth tua diwedd y flwyddyn. Cawsom lawer o ymateb buddiol i'n hymgyngoriad y llynedd ac rydym yn dal i'w ystyried. Cawsom lawer o wybodaeth o'n hastudiaethau yn ardal Afon Menai hefyd. Mae gofynion peiranyddol mynd o dan Afon Menai yn cael eu hadolygu fel rhan o'n gwaith presennol. Bydd ein cynlluniau ar gyfer safleoedd compowndiau pen selio, y dechnoleg a ddefnyddiwn a lle yr awn o dan Afon Menai yn cael eu seilio ar y ffordd orau o ymateb i'r heriau peiranyddol hyn.

C Pryd fyddwch chi'n ymgynghori ar eich cynlluniau ar gyfer ardal Afon Menai?

A Byddwn yn ymgynghori eto ddiwedd y flwyddyn pan fydd gennym ragor o fanylion am y compowndiau pennau selio a'r offer arall y bydd arnom eu hangen i fynd o dan Afon Menai. Bydd gennym gynigion ar gyfer y llwybr o dan y Fenai hefyd. Byddwn yn cyflwyno'r cynigion hyn ac yn gofyn am eich sylwadau.

Mae rhagor o gwestiynau ac atebion ar ein gwefan – ewch yno i gael gwybod rhagor.

Cadwch mewn cysylltiad:



Dilynwch ni ar Twitter i gael y newyddion a'r lluniau diweddaraf:
@NGNorthWales



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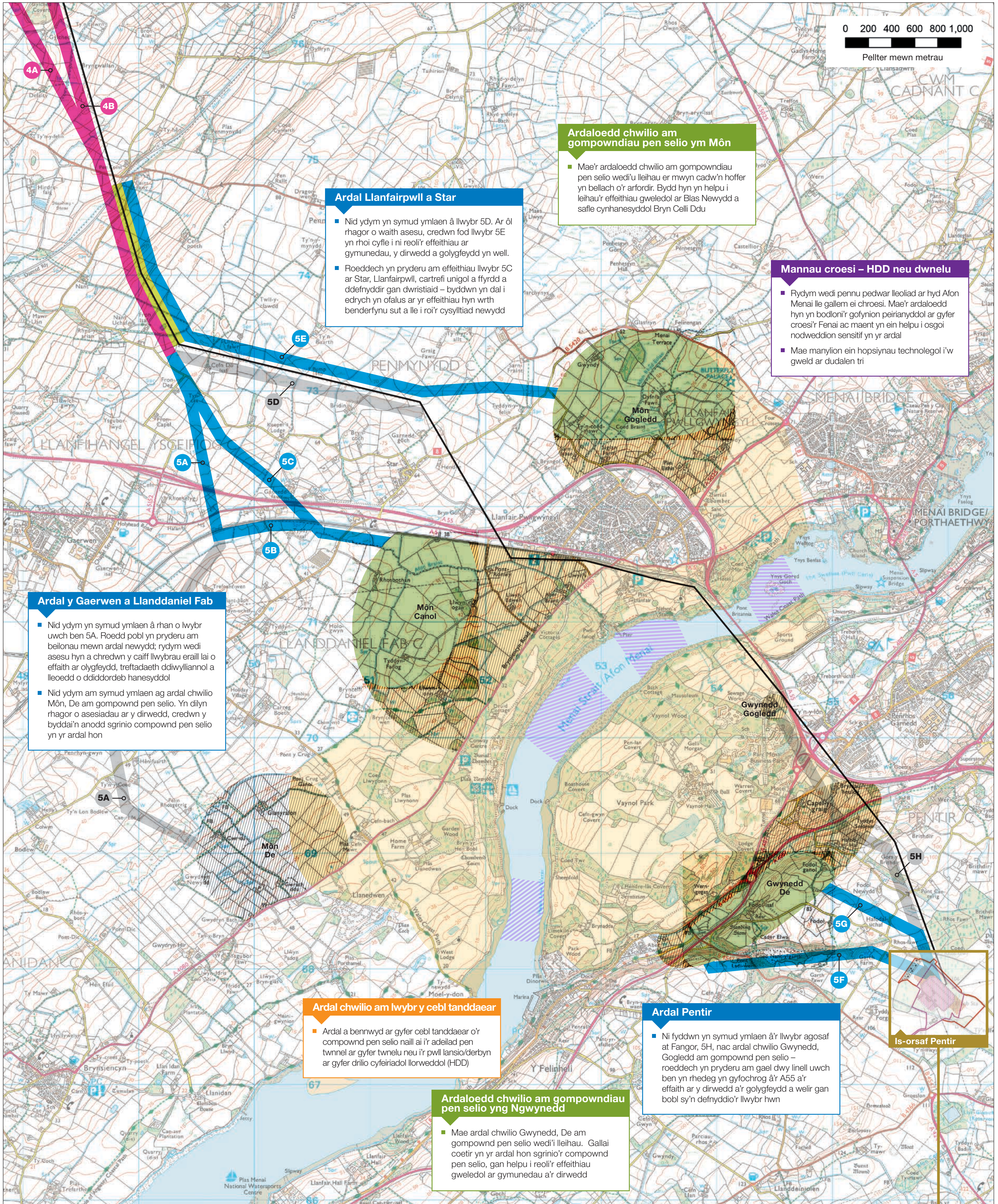


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neu adael neges y tu allan i'r oriau hynny



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Yr opsiynau yr ydym yn edrych arnynt ar gyfer croesi Afon Menai



0 200 400 600 800 1,000
Pellter mewn metrau

Ardaloedd chwilio am gompwndiau pen selio ym Mōn

- Mae'r ardaloedd chwilio am gompwndiau pen selio wedi'u lleihau er mwyn cadw'n hoffer yn bellach o'r arfordir. Bydd hyn yn helpu i leihau'r effeithiau gwledol ar Blas Newydd a safle cynhanesyddol Bryn Celli Ddu

Ardal Llanfairpwll a Star

- Nid ydym yn symud ymlaen â llwybr 5D. Ar ôl rhagor o waith asesu, credwn fod llwybr 5E yn rhoi cyfle i ni reoli'r effeithiau ar gymunedau, y dirwedd a golygfeydd yn well.
- Roeddech yn pryderu am effeithiau llwybr 5C ar Star, Llanfairpwll, cartrefi unigol a fyfyrdd a ddefnyddir gan dwristiaid – byddwn yn dal i edrych yn ofalus ar yr effeithiau hyn wrth benderfynu sut a lle i roi'r cysylltiad newydd

Mannau croesi – HDD neu dwnelu

- Rydym wedi pennu pedwar lleoliad ar hyd Afon Menai lle gallwn ei croesi. Mae'r ardaloedd hyn yn bodloni'r gofynion peirianyddol ar gyfer croesi'r Fenai ac maent yn ein helpu i osgoi nodweddion sensitif yn yr ardal
- Mae manylion ein hopsiynau technolegol i'w gweld ar dudalen tri

Ardal y Gaerwen a Llanddaniel Fab

- Nid ydym yn symud ymlaen â rhan o lwybr uwch ben 5A. Roedd pobl yn pryderu am beilonau mewn ardal newydd; rydym wedi asesu hyn a chredwn y caiff llwybrau eraill lai o effaith ar olygfeydd, treftadaeth ddiwylliannol a lleoedd o ddiddordeb hanesyddol
- Nid ydym am symud ymlaen ag ardal chwilio Mōn, De am gompwnd pen selio. Yn dilyn rhagor o asesiadau ar y dirwedd, credwn y byddai'n anodd sgrinio compwnd pen selio yn yr ardal hon

Ardal chwilio am lwybr y cebl tanddaear

- Ardal a bennwyd ar gyfer cebl tanddaear o'r compwnd pen selio naill ai i'r adeilad pen twnnel ar gyfer twnelu neu i'r pwll lansio/derbyn ar gyfer drilio cyfeiriadol llorweddol (HDD)

Ardaloedd chwilio am gompwndiau pen selio yng Ngwynedd

- Mae ardal chwilio Gwynedd, De am gompwnd pen selio wedi'i lleihau. Gallai coetyn yn yr ardal hon sgrinio'r compwnd pen selio, gan helpu i reoli'r effeithiau gwledol ar gymunedau a'r dirwedd

Ardal Pentir

- Ni fyddwn yn symud ymlaen â'r llwybr agosaf at Fangor, 5H, nac ardal chwilio Gwynedd, Gogledd am gompwnd pen selio – roeddech yn pryderu am gael dwy linell uwch ben yn rhedeg yn gyfochrog â'r A55 a'r effaith ar y dirwedd a'r golygfeydd a welir gan bobl sy'n defnyddio'r llwybr hwn

Is-orsaf Pentir

Allwedd

Opsiynau ar gyfer llwybr 100m o led y llinell uwch ben

- Adran 4
- Adran 5
- Opsiynau ar gyfer y llwybr nad ydym yn symud ymlaen â nhw
- Ardal lle gallai'r llinell newid ochrau

- Ardaloedd croesi
- Llinell uwch ben bresennol 400kV
- Ardal chwilio am lwybr y cebl tanddaear
- Ardaloedd chwilio am gompwndiau pen selio
- Ardaloedd chwilio nad ydym yn symud ymlaen â nhw am gompwndiau pen selio

Ymestyn is-orsaf Pentir

- Mae angen i ni ehangu ein his-orsaf ym Mhentir er mwyn gosod offer angenrheidiol ar gyfer ail gysylltiad Wyfya Newydd
- Rydym yn gwybod erbyn hyn faint o dir y bydd arnom ei angen i wneud hyn ac rydym yn datblygu cynlluniau manwl i ymgynghori arnynt cyn diwedd y flwyddyn

- Is-orsaf bresennol
- Is-orsaf wedi'i hymestyn
- Terfyn presennol
- Terfyn arfaethedig

nationalgrid

6.2.13

Appendix 13

Project Newsletter July 2016 (English)

National Grid
National Grid House
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA

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Project News

North Wales Connection - connecting new low carbon energy in North Wales

July 2016

Route chosen for new connection for Wylfa Newydd

- Route chosen that broadly follows existing line and keeps away from larger communities
- Gives us the best opportunity to keep effects on landscape low
- Your feedback has helped us choose the route
- More information and chance to have your say later this year

Map inside

At our last consultation we presented options for a new connection for Wylfa Newydd. We've been working hard to develop the proposals and recently announced more details for the underground connection at the Menai Strait.

We can now also confirm the route we've selected for the rest of the connection – from Wylfa to west of Star. The map inside shows you the route options we've chosen and those we're not taking forward.

We know that many people have wanted to know which route we've chosen and we've provided this update as soon as we can. We're now working on a detailed design for the connection and you can have your say on this at the end of the year. There's more information about the work we're doing and on our next consultation on the back page.

Your feedback

- You said views and the landscape are valued and are a part of what make the area special – the route is close to the existing line which will keep equipment together and any visual effects within the same area
- You told us tourism is important. We have considered holiday businesses, heritage features, footpaths and popular views and avoided these where we can
- You said we should keep away from communities and people – whilst we cannot avoid all properties, the route is on the opposite side of the existing line to communities, such as Llanfechell, Rhosybol and Talwrn
- Where we can we've looked to keep the route away from cultural heritage and wildlife areas which your feedback also raised as important

We think the route we've chosen gives us the best chance to keep effects as low as we can. We'll continue to work

closely with people whose properties are near the route and know they will want to know as quickly as possible where equipment could go.

We're continuing to work hard to keep visual effects as low as we can in developing our design for the connection and will provide more detail at the end of the year. We hope people will continue to take part and shape our proposals.

Feedback report now available

- Includes all of the themes raised in your feedback from our last consultation and our responses to these
- More information on undergrounding, tourism and properties on page 3
- Find the report on our website or at your local library

Keeping our overhead lines close together



When planning a new line we look to take the most direct route possible, avoiding places like larger communities and cultural heritage sites. We also try to avoid sharp changes of direction and to keep infrastructure together.

The existing line on Anglesey meets these guidelines and we think following a similar route will help make sure the new line keeps effects on both views and the landscape as low as possible.

We've also chosen to follow the existing line because it means we won't put pylons in areas where there are no pylons at the moment. That's one of the reasons why we've ruled out a route west of Capel Coch or near Llanddaniel Fab and Gaerwen.

Unlocking investment in the region

Deciding on the route the new connection will take is another important step towards unlocking investment in the region. Providing a new connection for Wylfa Newydd is a crucial part of securing the investment and jobs the new power station and other low carbon projects could bring to North Wales.



Responding to your feedback

We've published the feedback report from our autumn/winter 2015 consultation. This sets out all of the themes you raised and our response to each of them.

Some of the themes you raised include:

■ **Tourism and the local economy**

Many of you asked how our work might affect tourism and other businesses

■ **Views and the landscape**

You told us how important the landscape is and asked us to put the connection underground to preserve views from homes and communities

■ **Cost of the connection**

How much our proposals cost compared to an underground or subsea connection

The feedback report and more Q&As are available on our website: www.northwalesconnection.com

Do you listen to feedback?

We read and considered all of the feedback you gave us at our last consultation and continue to welcome your comments. They are playing an important role as we design our connection. But feedback is just one of the things we need to consider. We've also got to listen to specialist bodies responsible for ecology, heritage and the environment and make sure the connection is safe, reliable and value for money.

We are listening, but we need to find a balance between all of these considerations which means we're not always able to do exactly what you ask in feedback.

Will your work have an impact on properties?

We think the route we've chosen has the least overall effect on all of the factors we must consider, including communities and properties, when compared to the other overhead options. We're continuing to look at how to keep effects as low as we can on people and properties near our route as we develop a design. We're talking with residents and landowners and will consult on our proposals at the end of the year.

Can you put the whole route underground?

Many of you asked us to put the whole connection underground. We recognise the visual benefits of doing this, but this needs to be balanced alongside other considerations like cost. Underground connections are several times more expensive per kilometre than overhead lines. We have to make sure our work offers value for money because the costs are passed on to energy bills. We need a working width of 65m for underground construction – about the width of a football pitch. This is typically more disruptive than building pylons. There is also likely to be more effect on cultural heritage, ecology and land use for an underground cable, especially during the construction period.

Because of the cost and technical considerations we only typically put underground cables in areas that are protected by designations such as Areas of Outstanding Natural Beauty, or very visually sensitive like at the Menai Strait. We're working hard to make sure our connection has as few effects as possible and will continue to consult with local communities as we develop our design.

Will a new connection affect the tourist industry?

We know that tourism is really important to the local economy and this is something that we've considered very closely in every stage of our work, including choosing a route.

We've chosen a route that keeps away from the coast which is especially popular with tourists. It also avoids the largest towns and villages, heritage sites and landscapes that attract visitors. As our plans develop we'll continue to consider tourism and work with the businesses and organisations that depend on it. There are lots of examples in the UK and abroad where overhead lines are sensitively routed in popular tourist locations.



What happens next?

We're talking to landowners and residents about the land, its features and its ecology. We'll consider this alongside other factors including communities, tourism, heritage and your feedback when we design the connection.

We're looking at exactly where our equipment could go and how we would build the connection with as little disruption as possible.

We'll hold a consultation later this year to get your views on our detailed design for a connection. This will include things like possible pylon locations and pylon designs, the equipment we need for going underground and the areas we need to build the connection.

The detailed design will be your opportunity to see what the connection could actually look like.

If we're granted consent we'll need to complete our work by the mid-2020s when Wylfa Newydd is due to start producing energy.



We'll put together our final proposals based on your feedback, the results from our studies and any technology requirements we have to consider. We're aiming to submit our application for consent to the UK government in 2017.



Never miss an update

You can find useful documents, pictures, diagrams and films that will tell you more about the project on our website.

To stay up to date on our work and make sure you get the latest news:



Follow us on Twitter for our latest news and pictures: **@NGNorthWales**



Register for project updates straight to your inbox: **www.northwalesconnection.com**



Register for updates straight to your phone: Text **NGCYM** to **80800**

Contact us:



Visit our project website at:
www.northwalesconnection.com



Call our freephone number:
0800 990 3567 9am-5pm Monday-Friday
or leave a message outside these hours



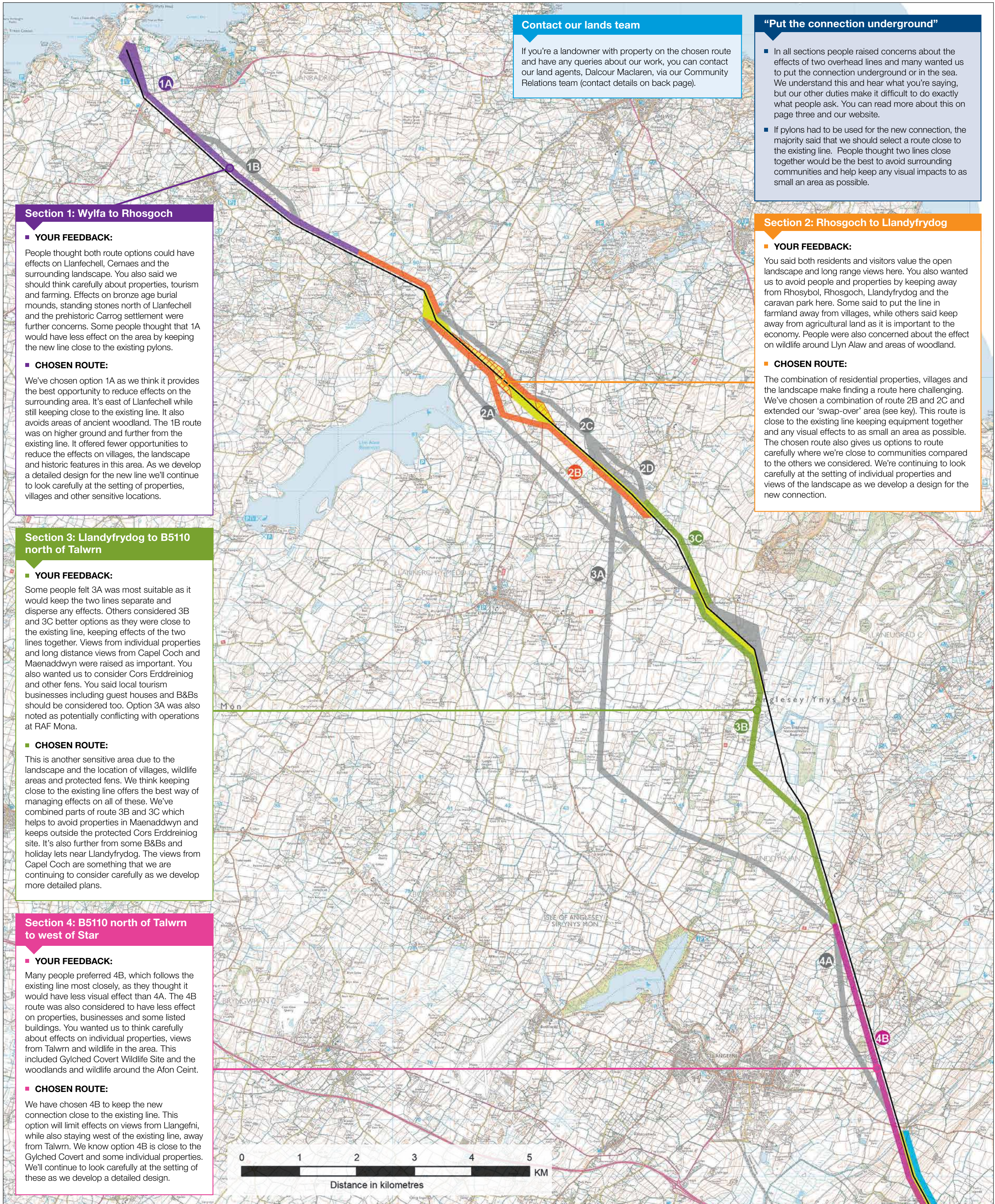
Send an email to:
nationalgrid@northwalesconnection.com



Write to our freepost address at:
**FREEPOST NATIONAL GRID
NW CONNECTION**

FSC
LOGO

The chosen route



Contact our lands team

If you're a landowner with property on the chosen route and have any queries about our work, you can contact our land agents, Dalour Maclaren, via our Community Relations team (contact details on back page).

"Put the connection underground"

- In all sections people raised concerns about the effects of two overhead lines and many wanted us to put the connection underground or in the sea. We understand this and hear what you're saying, but our other duties make it difficult to do exactly what people ask. You can read more about this on page three and our website.
- If pylons had to be used for the new connection, the majority said that we should select a route close to the existing line. People thought two lines close together would be the best to avoid surrounding communities and help keep any visual impacts to as small an area as possible.

Section 1: Wylfa to Rhosgoch

YOUR FEEDBACK:

People thought both route options could have effects on Llanfechell, Cemaes and the surrounding landscape. You also said we should think carefully about properties, tourism and farming. Effects on bronze age burial mounds, standing stones north of Llanfechell and the prehistoric Carrog settlement were further concerns. Some people thought that 1A would have less effect on the area by keeping the new line close to the existing pylons.

CHOSEN ROUTE:

We've chosen option 1A as we think it provides the best opportunity to reduce effects on the surrounding area. It's east of Llanfechell while still keeping close to the existing line. It also avoids areas of ancient woodland. The 1B route was on higher ground and further from the existing line. It offered fewer opportunities to reduce the effects on villages, the landscape and historic features in this area. As we develop a detailed design for the new line we'll continue to look carefully at the setting of properties, villages and other sensitive locations.

Section 2: Rhosgoch to Llandyrydog

YOUR FEEDBACK:

You said both residents and visitors value the open landscape and long range views here. You also wanted us to avoid people and properties by keeping away from Rhosybol, Rhosgoch, Llandyrydog and the caravan park here. Some said to put the line in farmland away from villages, while others said keep away from agricultural land as it is important to the economy. People were also concerned about the effect on wildlife around Llyn Alaw and areas of woodland.

CHOSEN ROUTE:

The combination of residential properties, villages and the landscape make finding a route here challenging. We've chosen a combination of route 2B and 2C and extended our 'swap-over' area (see key). This route is close to the existing line keeping equipment together and any visual effects to as small an area as possible. The chosen route also gives us options to route carefully where we're close to communities compared to the others we considered. We're continuing to look carefully at the setting of individual properties and views of the landscape as we develop a design for the new connection.

Section 3: Llandyrydog to B5110 north of Talwrn

YOUR FEEDBACK:

Some people felt 3A was most suitable as it would keep the two lines separate and disperse any effects. Others considered 3B and 3C better options as they were close to the existing line, keeping effects of the two lines together. Views from individual properties and long distance views from Capel Coch and Maenaddwyn were raised as important. You also wanted us to consider Cors Erddreiniog and other fens. You said local tourism businesses including guest houses and B&Bs should be considered too. Option 3A was also noted as potentially conflicting with operations at RAF Mona.

CHOSEN ROUTE:

This is another sensitive area due to the landscape and the location of villages, wildlife areas and protected fens. We think keeping close to the existing line offers the best way of managing effects on all of these. We've combined parts of route 3B and 3C which helps to avoid properties in Maenaddwyn and keeps outside the protected Cors Erddreiniog site. It's also further from some B&Bs and holiday lets near Llandyrydog. The views from Capel Coch are something that we are continuing to consider carefully as we develop more detailed plans.

Section 4: B5110 north of Talwrn to west of Star

YOUR FEEDBACK:

Many people preferred 4B, which follows the existing line most closely, as they thought it would have less visual effect than 4A. The 4B route was also considered to have less effect on properties, businesses and some listed buildings. You wanted us to think carefully about effects on individual properties, views from Talwrn and wildlife in the area. This included Gylched Covert Wildlife Site and the woodlands and wildlife around the Afon Ceint.

CHOSEN ROUTE:

We have chosen 4B to keep the new connection close to the existing line. This option will limit effects on views from Llangefni, while also staying west of the existing line, away from Talwrn. We know option 4B is close to the Gylched Covert and some individual properties. We'll continue to look carefully at the setting of these as we develop a detailed design.

Key

100m wide overhead line route options:	Discounted route options
Section 1	Existing National Grid 400kV overhead line
Section 2	Area of potential line swap-over
Section 3	Extended area of potential line swap-over
Section 4	
Section 5	

We don't have to stay on the same side of the existing line for the whole route. If we need to change from one side to the other, perhaps to avoid a property or woodland, we can do this and we call it a 'swap-over'.

What now for people on the chosen route?

- We think the chosen route has the least overall effect, but we've not been able to avoid every property, business and important location. We know people will have concerns and we're continuing to work hard to reduce the effects in these locations. This includes thinking carefully about exactly where equipment can go and ways to reduce its impact.
- There's more information on what happens next on the back page and on our website: www.northwalesconnection.com

national**grid**

6.2.13

Appendix 13

Project Newsletter July 2016 (Welsh)

National Grid
National Grid House
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA

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Newyddion y Prosiect

Cysylltiad Gogledd Cymru – cysylltu ynni newydd carbon isel yng Ngogledd Cymru Gorffennaf 2016

Y llwybr a ddewiswyd ar gyfer cysylltiad newydd â Wylfa Newydd

- Dewiswyd llwybr sy'n dilyn y llinell bresennol yn fras ac yn cadw draw o'r cymunedau mwyaf
- Mae'n rhoi'r cyfle gorau i ni beidio ag effeithio fwy nag sydd raid ar y dirwedd
- Mae'ch ymateb chi wedi'n helpu ni i ddewis y llwybr
- Rhagor o wybodaeth a chyfle i ddweud eich dweud cyn diwedd y flwyddyn

Map y tu mewn

Yn ein hymgyngoriad diwethaf, cyflwynwyd opsiynau ar gyfer cysylltiad newydd â Wylfa Newydd. Rydym wedi bod yn gweithio'n galed i ddatblygu'r cynlluniau ac, yn ddiweddar, cyhoeddwyd rhagor o fanylion ynghylch mynd o dan y ddaear i groesi Afon Menai.

Erbyn hyn, gallwn gadarnhau'r llwybr a ddewiswyd gennym ar gyfer gweddill y cysylltiad hefyd – o'r Wylfa i fan i'r gorllewin o Star. Mae'r map y tu mewn yn dangos yr opsiynau rydym wedi'u dewis a'r rhai rydym wedi'u gwrthod.

Gwyddom fod llawer o bobl yn awyddus i wybod pa lwybr a ddewiswyd gennym ac rydym wedi cyhoeddi'r newyddion cyn gynted ag y gallem. Erbyn hyn, rydym yn gweithio ar ddiwedd manwl y cysylltiad ac fe gewch ddweud eich dweud am hyn cyn diwedd y flwyddyn. Mae rhagor o wybodaeth am ein gwaith ar y cefn.

Eich ymateb chi

- Fe ddywedoch chi eich bod yn gwerthfawrogi'r golygfeydd a'r dirwedd a'u bod yn helpu i wneud yr ardal yn arbennig – mae'r llwybr yn agos at y llinell bresennol sy'n golygu y bydd yr offer gyda'i gilydd ac y bydd unrhyw effeithiau gwledol yn yr un ardal
- Fe ddywedoch chi bod twristiaeth yn bwysig. Rydym wedi ystyried busnesau gwyliau, nodweddion treftadaeth, llwybrau troed a golygfeydd poblogaidd gan osgoi'r rhain os gallwn
- Dywedoch chi y dylem gadw draw o gymunedau a phobl – er na allwn osgoi pob tŷ mewn llawer o lefydd, mae'r llwybr yn mynd yr ochr bellaf i'r llinell bresennol wrth basio cymunedau fel Llanfechell, Rhos-y-bol a Thalwrn
- Rydym wedi ceisio cadw'r llwybr draw o nodweddion treftadaeth ddiwylliannol ac ardaloedd bywyd gwyllt lle gallwn gan i chi nodi bod y rhain yn bwysig hefyd

Rydym yn credu mai'r llwybr a ddewiswyd gennym sy'n rhoi'r cyfle gorau i ni gael cyn lleied o effaith ag y bo modd. Byddwn yn dal i gydweithio'n agos â phobl sydd ag eiddo ger y llwybr a gwyddom y bydd arnynt eisiau gwybod mor fuan ag sy'n bosibl lle gallem roi'r offer.

Rydym yn dal i weithio'n galed i gael cyn lleied o effaith weledol ag y gallwn wrth ddatblygu dyluniad y cysylltiad ac fe gyhoeddwn ragor o fanylion tua diwedd y flwyddyn. Gobeithio y bydd pobl yn dal i gymryd rhan er mwyn llywio ein cynlluniau.

Adroddiad ar yr ymateb ar gael yn awr

- Mae'n cynnwys yr holl themâu a godwyd yn eich ymateb chi i'n hymgyngoriad diwethaf, a'n hymatebion ninnau iddynt
- Rhagor o wybodaeth am danddaearu, twristiaeth ac eiddo ar dudalen 3
- Mae'r adroddiad i'w weld ar ein gwefan ac yn eich llyfrgell leol

Cadw ein llinellau uwch ben yn agos at ei gilydd



Wrth gynllunio llinell newydd, rydym yn ceisio cymryd y llwybr mwyaf uniongyrchol posibl, gan osgoi llefydd fel cymunedau mawr a safleoedd treftadaeth ddiwylliannol. Yn ogystal, rydym yn ceisio peidio â newid cyfeiriad yn sydyn ac yn ceisio cadw'r seilwaith gyda'i gilydd.

Mae'r llinell bresennol ar Ynys Môn yn bodloni'r canllawiau hynny a chredwn y bydd dilyn llwybr tebyg yn helpu i sicrhau bod y llinell newydd yn cael cyn lleied o effaith ag y bo modd ar olygfeydd a'r dirwedd.

Rheswm arall dros ddewis dilyn y llinell bresennol oedd ei fod yn golygu na fyddwn yn rhoi peilonau mewn ardaloedd lle nad oes peilonau yn awr. Dyna un rheswm pam y bu i ni wrthod llwybr i'r gorllewin o Gapel Coch neu un ger Llanddaniel Fab a'r Gaerwen.

Dat-gloi buddsoddiad yn y rhanbarth

Mae penderfynu ar lwybr y cysylltiad newydd yn gam pwysig arall ymlaen tuag at ddat-gloi buddsoddiad yn y rhanbarth. Mae darparu cysylltiad newydd ar gyfer Wylfa Newydd yn hanfodol er mwyn sicrhau'r buddsoddiad a'r swyddi y gallai'r atomfa newydd a phrosiectau carbon isel eraill ddod â nhw i'r gogledd.



Ymateb i'ch adborth chi

Rydym wedi cyhoeddi adroddiad ar eich ymateb chi i ymgynghoriad hydref/gaeaf 2015. Mae hwn yn cynnwys yr holl themâu a godwyd gennych a'n hymateb ni i bob un ohonynt. Dyma rai o'r themâu a godwyd gennych:

■ Twristiaeth a'r economi leol

Gofynnodd llawer ohonoch sut y gallai ein gwaith effeithio ar dwristiaeth a busnesau eraill

■ Golygfeydd a'r dirwedd

Dywedoch chi wrthym fod y dirwedd yn bwysig iawn a gofynnodd i ni roi'r cysylltiad o dan y ddaear er mwyn gwarchod golygfeydd o gartrefi a chymunedau

■ Cost y cysylltiad

Faint mae ein cynlluniau ni yn ei gostio o'i gymharu â chysylltiad tanddaear neu danfor

Mae'r adroddiad ar yr ymateb a rhagor o gwestiynau ac atebion i'w gweld ar ein gwefan:
www.cysylltiadgogleddcymru.com

Ydych chi'n gwrando ar ymateb?

Fe wnaethom ni ddarllen ac ystyried yr holl ymateb a gawsom gennych yn yr ymgynghoriad diwethaf ac rydym yn dal i groesawu'ch sylwadau. Maen nhw'n chwarae rhan bwysig wrth i ni ddylunio ein cysylltiad. Ond dim ond un o'r pethau y mae angen i ni ei ystyried yw'ch ymateb chi. Mae'n rhaid i ni wrando hefyd ar gyrff arbenigol sy'n gyfrifol am ecoleg, treftadaeth a'r amgylchedd a sicrhau bod y cysylltiad yn ddiogel, yn ddibynadwy ac yn rhoi gwerth am arian.

Rydym yn gwrando ond mae angen i ni daro cydbwysedd rhwng yr holl ystyriaethau hyn ac mae hynny'n golygu na allwn wneud yn union beth rydych yn gofyn amdano bob amser yn eich ymateb.

Allwch roi'r cysylltiad cyfan o dan y ddaear?

Gofynnodd llawer ohonoch i ni roi'r cysylltiad cyfan o dan y ddaear. Rydym yn cydnabod manteision gweledol gwneud hyn ond mae angen ei gydbwysu ag ystyriaethau eraill, fel y gost. Mae cysylltiadau tanddaear sawl gwaith yn fwy costus am bob cilometr na llinellau uwch ben. Mae'n rhaid i ni sicrhau bod ein gwaith yn cynnig gwerth am arian oherwydd mae'r costau'n cael eu pasio ymlaen i'n biliau ynni. Mae arnom angen lled gweithio o 65m ar gyfer cysylltiad tanddaear – tua lled cae pêl droed. Gan amlaf, mae hyn yn achosi mwy o anhwylystod na chodi peilonau. Yn ogystal, mae cebl tanddaear yn debygol o gael mwy o effaith ar drefnadaeth ddiwylliannol, ecoleg a defnydd tir, yn enwedig yn ystod y cyfnod adeiladu.

Oherwydd y gost a'r ystyriaethau technegol, dim ond mewn ardaloedd a warchodir gan ddynodiadau fel Ardaloedd o Harddwch Naturiol Eithriadol, neu sy'n sensitif iawn o safbwynt gweledol fel Afon Menai, y rhoddwn geblau o dan y ddaear fel rheol. Rydym yn gweithio'n galed i sicrhau bod ein cysylltiad yn cael cyn lleied o effeithiau ag y bo modd a byddwn yn dal i gysylltu â chymunedau lleol wrth i ni ddatblygu ein dyluniad.

A fydd eich gwaith yn effeithio ar eiddo?

Credwn mai'r llwybr a ddewiswyd gennym fydd yn cael yr effaith gyffredinol leiaf ar yr holl ffactorau y mae'n rhaid i ni eu hystyried, yn cynnwys cymunedau ac eiddo, o'i gymharu â'r opsiynau eraill ar gyfer llinell uwch ben. Rydym yn dal i ystyried sut i effeithio cyn lleied ag y gallwn ar bobl ac eiddo ger y llwybr wrth i ni ddatblygu'r cynllun. Rydym yn siarad â thrigolion a pherchnogion tir a byddwn yn ymgynghori ar ein cynlluniau tua diwedd y flwyddyn.

A fydd cysylltiad newydd yn effeithio ar y diwydiant twristiaeth?

Gwyddom fod twristiaeth yn bwysig iawn i'r economi leol a buom yn ystyried hyn yn fanwl ar bob cam o'n gwaith, yn cynnwys dewis llwybr.

Rydym wedi dewis llwybr sy'n cadw draw o'r arfordir sy'n lle poblogaidd iawn gydag ymwelwyr. Mae hefyd yn osgoi'r trefi a'r pentrefi mwyaf, safleoedd treftadaeth a thirweddau sy'n denu ymwelwyr. Wrth i'n cynlluniau ddatblygu, byddwn yn dal i ystyried twristiaeth ac i gydweithio â'r busnesau a'r sefydliadau sy'n dibynnu ar y diwydiant. Mae llawer o enghreifftiau ym Mhrydain a thramor lle mae llinellau uwch ben yn cael eu lleoli mewn modd sensitif mewn ardaloedd sy'n denu twristiaid.



Beth sy'n digwydd nesaf?

Rydym yn siarad â thrigolion a pherchnogion tir am y tir, ei nodweddion a'i ecoleg. Byddwn yn ystyried hyn ochr yn ochr â ffactorau eraill yn cynnwys cymunedau, twristiaeth, treftadaeth a'ch ymateb chi wrth gynllunio'r cysylltiad.

Rydym yn edrych i weld ble'n union y gallai ein hoffer fynd a sut y byddem yn gosod y cysylltiad gan greu cyn lleied o anhwylostod ag y byddai modd.

Byddwn yn cynnal ymgynghoriad yn nes ymlaen eleni i holi eich barn am ein cynlluniau manwl ar gyfer cysylltiad. Bydd hyn yn cynnwys pethau fel lleoliadau posibl peilonau, dyluniad peilonau, yr offer y bydd arnom eu hangen i fynd o dan y ddaear a'r tir y bydd arnom ei angen i adeiladu'r cysylltiad.

Bydd y cynllun manwl yn rhoi cyfle i chi weld sut y gallai'r cysylltiad edrych mewn gwirionedd.

Os cawn ganiatâd, bydd angen i ni gwblhau'r gwaith erbyn canol y 2020au pryd y disgwylir i Wylfa Newydd ddechrau cynhyrchu ynni.



Byddwn yn paratoi ein cynlluniau terfynol ar sail eich ymateb chi, canlyniadau'n hastudiaethau ni ac unrhyw ofynion technegol y mae'n rhaid i ni eu hystyried. Ein nod yw cyflwyno'n cais cynllunio i lywodraeth y Deyrnas Unedig yn 2017.



Peidiwch â cholli'r newyddion

Ar ein gwefan, fe welwch ddogfennau, lluniau, diagramau a ffilmiau defnyddiol a fydd yn dweud rhagor wrthych am y prosiect.

Er mwyn cael y newyddion diweddaraf am ein gwaith:



Dilynwch ni ar Twitter i gael y newyddion a'r lluniau diweddaraf: **@NGNorthWales**



Cofrestrwch i gael newyddion yn syth i'ch mewnflwch: **www.cysylltiadgogleddcymru.com**



Cofrestrwch ar gyfer negeseuon testun: Tecstiwch **NGCYM** i **80800**

Cysylltu â ni:



Mynd i wefan y prosiect:
www.cysylltiadgogleddcymru.com



Ffonio ein rhif rhadffôn:
0800 990 3567 9am-5pm Llun - Gwener
neu adael neges y tu allan i'r oriau hyn

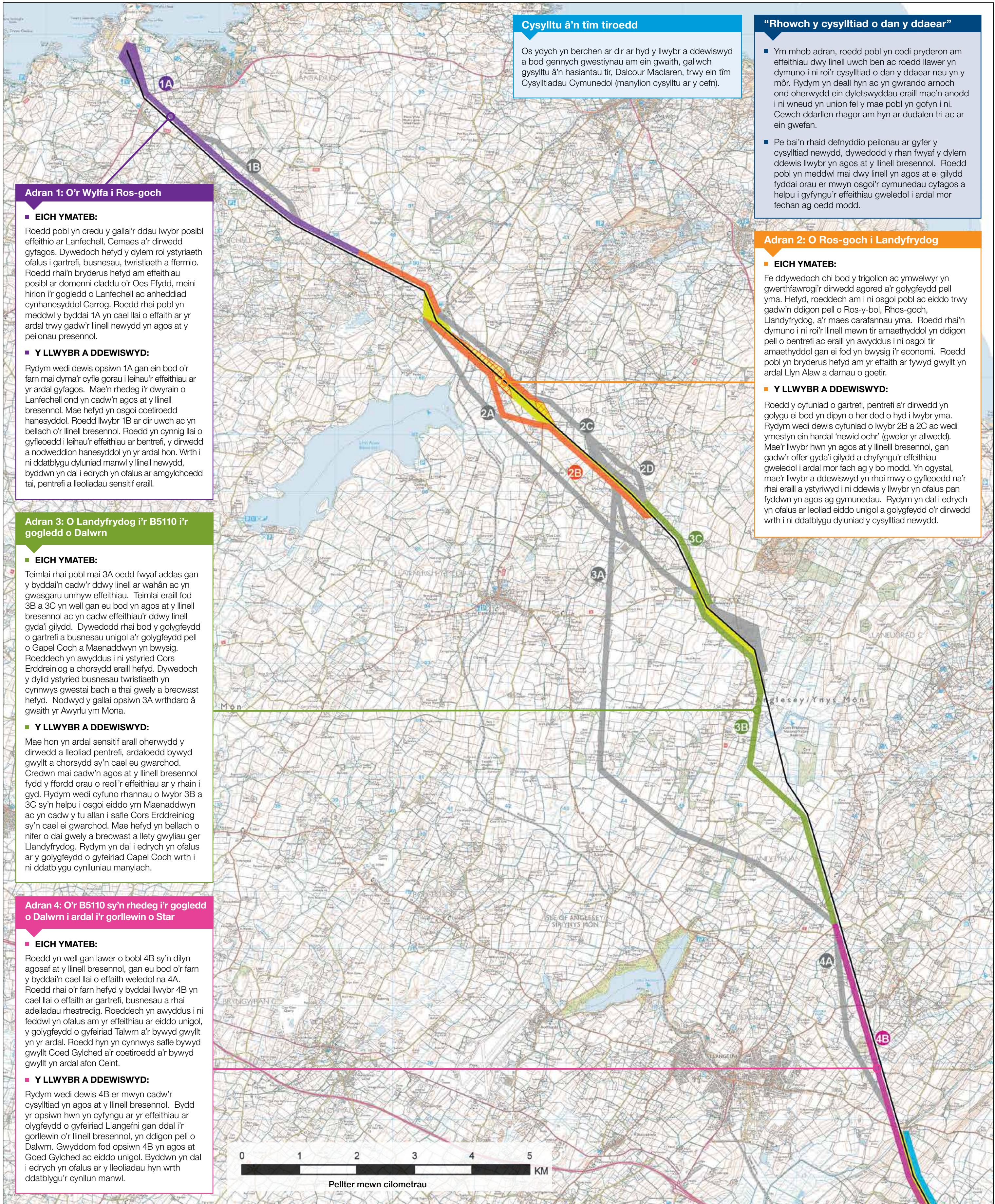


Anfon neges ebost i:
nationalgrid@cysylltiadgogleddcymru.com



Ysgrifennu i'n cyfeiriad rhadbost:
FREEPOST NATIONAL GRID NW CONNECTION

FSC
LOGO
(Welsh)



Cysylltu â'n tîm tiroedd

Os ydych yn berchen ar dir ar hyd y llwybr a ddewiswyd a bod gennych gwestiynau am ein gwaith, gallwch gysylltu â'n hasiantau tir, Dalcour Maclaren, trwy ein tîm Cysylltiadau Cymunedol (manyllion cysylltu ar y cefn).

"Rhowch y cysylltiad o dan y ddaear"

- Ym mhob adran, roedd pobl yn codi pryderon am effeithiau dwy linell uwch ben ac roedd llawer yn dymuno i ni roi'r cysylltiad o dan y ddaear neu yn y môr. Rydym yn deall hyn ac yn gwrandao amoch ond oherwydd ein dyletswyddau eraill mae'n anodd i ni wneud yn union fel y mae pobl yn gofyn i ni. Cewch ddarllen rhagor am hyn ar dudalen tri ac ar ein gwefan.
- Pe bai'n rhaid defnyddio peilonau ar gyfer y cysylltiad newydd, dywedodd y rhan fwyaf y dylem dde wis llwybr yn agos at y llinell bresennol. Roedd pobl yn meddwl mai dwy linell yn agos at ei gilydd fyddai orau er mwyn osgoi'r cymunedau cyfagos a helpu i gyfyngu'r effeithiau gweledol i ardal mor fechan ag oedd modd.

Adran 1: O'r Wylfa i Ros-goch

EICH YMATEB:

Roedd pobl yn credu y gallai'r dda llwybr posibl effeithio ar Lanfechell, Cemaes a'r dirwedd gyfagos. Dywedoch hefyd y dylem roi ystyriaeth ofalus i gartrefi, busnesau, twristiaeth a ffermio. Roedd rhai'n bryderus hefyd am effeithiau posibl ar domenni claddu o'r Oes Efydd, meini hirion i'r gogledd o Lanfechell ac anheddiad cynhanesyddol Carrog. Roedd rhai pobl yn meddwl y byddai 1A yn cael llai o effaith ar yr ardal trwy gadw'r llinell newydd yn agos at y peilonau presennol.

Y LLWYBR A DDEWISWYD:

Rydym wedi dewis opsiwn 1A gan ein bod o'r farn mai dyma'r cyfle gorau i leihau'r effeithiau ar yr ardal gyfagos. Mae'n rhedeg i'r dwyrain o Lanfechell ond yn cadw'n agos at y llinell bresennol. Mae hefyd yn osgoi coetiroedd hanesyddol. Roedd llwybr 1B ar dir uwch ac yn bellach o'r llinell bresennol. Roedd yn cynnig llai o gyffwrdd i leihau'r effeithiau ar bentrefi, y dirwedd a nodweddiad hanesyddol yn yr ardal hon. Wrth i ni ddatblygu dyluniad manwl y llinell newydd, byddwn yn dal i edrych yn ofalus ar amgylchoedd tai, pentrefi a lleoliadau sensitif eraill.

Adran 3: O Landyfydog i'r B5110 i'r gogledd o Dalwrn

EICH YMATEB:

Teimlai rhai pobl mai 3A oedd fwyaf addas gan y byddai'n cadw'r ddwy linell ar wahân ac yn gwasgaru unrhyw effeithiau. Teimlai eraill fod 3B a 3C yn well gan eu bod yn agos at y llinell bresennol ac yn cadw effeithiau'r ddwy linell gyda'i gilydd. Dywedodd rhai bod y golygfeydd o gartrefi a busnesau unigol a'r golygfeydd pell o Gapel Coch a Maenaddwyn yn bwysig. Roeddech yn awyddus i ni ystyried Cors Erddreiniog a chorsydd eraill hefyd. Dywedoch y dylid ystyried busnesau twristiaeth yn cynnwys gwystai bach a thai gwely a brewcwast hefyd. Nodwyd y gallai opsiwn 3A wrthdaro â gwaith yr Awyrlu ym Mona.

Y LLWYBR A DDEWISWYD:

Mae hon yn ardal sensitif arall oherwydd y dirwedd a lleoliad pentrefi, ardaloedd bywyd gwyllt a chorsydd sy'n cael eu gwarchod. Credwn mai cadw'n agos at y llinell bresennol fydd y ffordd orau o reoli'r effeithiau ar y rhain i gyd. Rydym wedi cyfuno rhannau o lwybr 3B a 3C sy'n helpu i osgoi eiddo ym Maenaddwyn ac yn cadw y tu allan i safle Cors Erddreiniog sy'n cael ei gwarchod. Mae hefyd yn bellach o nifer o dai gwely a brewcwast a llety gwyliau ger Llandyfydog. Rydym yn dal i edrych yn ofalus ar y golygfeydd o gyfeiriad Capel Coch wrth i ni ddatblygu cynlluniau manylach.

Adran 4: O'r B5110 sy'n rhedeg i'r gogledd o Dalwrn i ardal i'r gorllewin o Star

EICH YMATEB:

Roedd yn well gan lawer o bobl 4B sy'n dilyn agosaf at y llinell bresennol, gan eu bod o'r farn y byddai'n cael llai o effaith weledol na 4A. Roedd rhai o'r farn hefyd y byddai llwybr 4B yn cael llai o effaith ar gartrefi, busnesau a rhai adeiladau rhestredig. Roeddech yn awyddus i ni feddwl yn ofalus am yr effeithiau ar eiddo unigol, y golygfeydd o gyfeiriad Talwrn a'r bywyd gwyllt yn yr ardal. Roedd hyn yn cynnwys safle bywyd gwyllt Coed Gylched a'r coetiroedd a'r bywyd gwyllt yn ardal afon Ceint.

Y LLWYBR A DDEWISWYD:

Rydym wedi dewis 4B er mwyn cadw'r cysylltiad yn agos at y llinell bresennol. Bydd yr opsiwn hwn yn cyfyngu ar yr effeithiau ar olygfeydd o gyfeiriad Llangefni gan ddal i'r gorllewin o'r llinell bresennol, yn ddigon pell o Dalwrn. Gwyddom fod opsiwn 4B yn agos at Goed Gylched ac eiddo unigol. Byddwn yn dal i edrych yn ofalus ar y lleoliadau hyn wrth ddatblygu'r cynllun manwl.

Adran 2: O Ros-goch i Landyfydog

EICH YMATEB:

Fe ddywedoch chi bod y trigolion ac ymwelwyr yn gwerthfawrogi'r dirwedd agored a'r golygfeydd pell yma. Hefyd, roeddech am i ni osgoi pobl ac eiddo trwy gadw'n ddigon pell o Ros-y-bol, Rhos-goch, Llandyfydog, a'r maes carafannau yma. Roedd rhai'n dymuno i ni roi'r llinell mewn tir amaethyddol yn ddigon pell o bentrefi ac eraill yn awyddus i ni osgoi tir amaethyddol gan ei fod yn bwysig i'r economi. Roedd pobl yn bryderus hefyd am yr effaith ar fywyd gwyllt yn ardal Llyn Alaw a darnau o goetir.

Y LLWYBR A DDEWISWYD:

Roedd y cyfuniad o gartrefi, pentrefi a'r dirwedd yn golygu ei bod yn dipyn o her dod o hyd i lwybr yma. Rydym wedi dewis cyfuniad o lwybr 2B a 2C ac wedi ymestyn ein hardal 'newid ochr' (gweler yr allwedd). Mae'r llwybr hwn yn agos at y llinell bresennol, gan gadw'r offer gyda'i gilydd a chyfyngu'r effeithiau gweledol i ardal mor fach ag y bo modd. Yn ogystal, mae'r llwybr a ddewiswyd yn rhoi mwy o gyffwrdd na'r rhai eraill a ystyriwyd i ni dde wis y llwybr yn ofalus pan fyddwn yn agos ag gymunedau. Rydym yn dal i edrych yn ofalus ar leoliad eiddo unigol a golygfeydd o'r dirwedd wrth i ni ddatblygu dyluniad y cysylltiad newydd.



Allwedd

Adran 1	Adran 4	Opsiynau a wrthodwyd ar gyfer y llwybr
Adran 2	Adran 5	Llinell uwch ben 400kV bresennol National Grid
Adran 3		Ardal lle gallai'r llinell newid ochrau
		Ardal estynedig lle gallai'r llinell newid ochrau

Does dim rhaid i ni aros ar yr un ochr i'r llinell bresennol ar hyd y llwybr cyfan. Os bydd angen eu newid o'r naill ochr i'r llall, er mwyn osgoi adeilad neu goetir efallai, gallwn wneud hynny.

Beth fydd y cam nesaf ar gyfer pobl ar y llwybr a ddewiswyd?

- Credwn mai'r llwybr a ddewiswyd fydd yn cael yr effaith gyffredinol leiaf, ond nid ydym wedi llwyddo i osgoi pob cartref, busnes na lleoliad pwysig. Gwyddom y bydd pobl yn pryderu ac rydym yn dal i weithio'n galed i leihau'r effeithiau yn yr ardaloedd hyn. Mae hyn yn cynnwys ystyried yn ofalus yn union lle y gallwch roi'r offer a ffordd o leihau eu heffaith.
- Mae rhagor o wybodaeth am y camau nesaf ar y dudalen ôl ac ar ein gwefan: www.cysylltiadgogleddcymru.com

6.2.14

Appendix 14

Project Update Letters to PILs

National Grid
National Grid House
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA

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National Grid Electricity Transmission
Gallows Hill
Warwick
CV34 6DA

Tel: 0800 331 7190

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Date: 5th July 2016

Dear [REDACTED]

North Wales Connection Project – update on our work

Please find enclosed a copy of our latest Project News which gives you an update on our work to connect Wylfa Newydd nuclear power station. This update provides more information on how we have developed our proposals following the consultation events and feedback received last autumn.

We recently told you about our latest proposals at the Menai Strait. We can also now confirm which routes we're not taking forward for the rest of the connection and our chosen route from Wylfa to east of Llangefni.

The chosen route broadly follows the existing connection on Anglesey which we think has the least overall effect of all the options we considered. The enclosed newsletter explains more about the considerations along the route, the feedback we've had and how we've taken this into account.

We're contacting you as your landholding is currently in close proximity to our proposals. I wanted to reassure you at this stage that we're still looking at how and where the new equipment will be positioned along the chosen route. The chosen route is approximately 100 meters wide, but the final connection would not be this wide.

We are now developing a design for the new connection and our proposals for the route under the Menai Strait. We'll present a proposed detailed design for the whole connection and hold another consultation at the end of the year for people to have their say.

As landowners and occupiers you will also have been contacted in relation to the ongoing surveys being undertaken to establish the wildlife, habitat and visual features that need to be taken into consideration for our proposals. Thank you for your cooperation.

We'll be continuing to undertake ecology surveys throughout the year. We appreciate your continued cooperation with land access and in helping us understand the habitat and species in the area.

Tim Cysylltiadau Cymunedol
FREEPOST National Grid
NW Connection

Rhadffôn: 0800 990 3567
E: nationalgrid@cysylltiadgogleddcymru.com
[@NGNorthWales](http://www.nationalgrid.com/cysylltiadgogleddcymru)

nationalgrid

We know you may have questions on our proposals. We're planning further updates on our work throughout the year, and will be in touch again with you then. If you have any questions in the meantime, please contact our land agents, Dalcour Maclaren, on [REDACTED] or [REDACTED].

Yours sincerely,

[REDACTED]

[REDACTED] FRICS FAAV ACI Arb
Surveyor
Major infrastructure and Development

National Grid Electricity Transmission
Gallows Hill
Warwick
CV34 6DA

Tel: 0800 331 7190

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dyddiad: 5 Gorffennaf 2016

Annwyl [REDACTED],

Prosiect Cysylltiad Gogledd Cymru – y newyddion diweddaraf am ein gwaith

Amgaeaf gopi o rifyn diweddaraf Newyddion y Prosiect sy'n sôn am ein gwaith i gysylltu atomfa Wylfa Newydd. Mae'r cylchlythyr hwn yn rhoi rhagor o wybodaeth am y ffordd yr ydym wedi datblygu ein cynlluniau ar ôl yr ymgynghoriad a'r ymateb a gafwyd yn ystod yr hydref diwethaf.

Yn ddiweddar, fe soniom ni wrthy ch am ein cynlluniau diweddaraf yn ardal Afon Menai. Gallwn gadarnhau yn awr pa lwybrau na fyddwn yn symud ymlaen â nhw ar gyfer gweddill y cysylltiad a'r llwybr a ddewiswyd gennym o'r Wylfa i fan i'r dwyrain o Langefni.

Mae'r llwybr a ddewiswyd yn dilyn y cysylltiad presennol ar Ynys Môn yn fras. Credwn mai hwnnw fydd yn cael yr effaith gyffredinol leiaf o'r holl opsiynau a ystyriwyd gennym. Mae'r cylchlythyr amgaeedig yn esbonio mwy am yr ystyriaethau sy'n codi ar hyd y llwybr, yr ymateb a gawsom a sut yr ydym wedi talu sylw i hwnnw.

Rydym yn cysylltu â chi gan fod eich tir yn agos iawn at ardal ein cynlluniau ni ar hyn o bryd. Roeddwn am eich sicrhau ein bod yn dal i ystyried sut a lle y gosodir yr offer newydd ar hyd y llwybr a ddewiswyd. Mae'r llwybr a ddewiswyd tua 100 metr o led ond ni fyddai'r cysylltiad terfynol mor llydan â hyn.

Rydym wrthi'n datblygu dyluniad y cysylltiad newydd a'n cynlluniau ar gyfer mynd o dan Afon Menai. Byddwn yn cyflwyno'r dyluniad manwl a gynigiwn ar gyfer y cysylltiad cyfan ac yn cynnal ymgynghoriad arall cyn diwedd y flwyddyn pryd y caiff pobl ddweud eu dweud.

Gan eich bod yn berchen ar dir neu'n dal tir, byddwch wedi cael gwybod am yr arolygon sy'n cael eu cynnal i ganfod y bywyd gwyllt, y cynefinoedd a'r nodweddion gwledol y mae angen eu hystyried wrth ddatblygu ein cynlluniau. Diolch am eich cydweithrediad.

Byddwn yn parhau i gynnal arolygon ecolegol trwy gydol y flwyddyn. Rydym yn gwerthfawrogi'ch cydweithrediad yn caniatáu i ni fynd ar eich tir ac yn ein helpu i ddeall cynefinoedd a rhywogaethau'r ardal.

Gwyddom y gall fod gennych gwestiynau am ein cynlluniau. Rydym yn bwriadu cyhoeddi rhagor o gylchlythyrau am ein gwaith yn ystod y flwyddyn ac fe gysylltwm â chi eto bryd hynny. Os bydd gennych gwestiynau yn y cyfamser, gallwch gysylltu â'n hasiantau tir, Dalcour Maclaren, ar [REDACTED] neu [REDACTED].

Yn gywir,

[REDACTED]
[REDACTED] FRICS FAAV ACI Arb
Syrfëwr
Seilwaith a Datblygiadau Mawr

National Grid Electricity Transmission
Gallows Hill
Warwick
CV34 6DA

Tel: 0800 331 7190

[REDACTED]
[REDACTED]
[REDACTED]

Date: 5th July 2016

Dear Sirs

North Wales Connection Project – update on our work

Please find enclosed a copy of our latest Project News which gives you an update on our work to connect Wylfa Newydd nuclear power station. This update provides more information on how we have developed our proposals following the consultation events and feedback received last autumn.

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We are now developing a design for the new connection and our proposals for the route under the Menai Strait. We'll present a proposed detailed design for the whole connection and hold another consultation at the end of the year for people to have their say.

As landowners and occupiers you will also have been contacted in relation to the ongoing surveys being undertaken to establish the wildlife, habitat and visual features that need to be taken into consideration for our proposals. Thank you for your cooperation.

We'll be continuing to undertake ecology surveys throughout the year. We appreciate your continued cooperation with land access and in helping us understand the habitat and species in the area.

We know you may have questions on our proposals. We're planning further updates on our work throughout the year, and will be in touch again with you then. If you have any questions in the meantime, please contact our land agents, Dalcour Maclaren, on [REDACTED] or [REDACTED].

Yours sincerely,

[REDACTED]

[REDACTED] FRICS FAAV ACIarb

Surveyor

Major infrastructure and Development

National Grid Electricity Transmission
Gallows Hill
Warwick
CV34 6DA

Tel: 0800 331 7190

[REDACTED]
[REDACTED]
[REDACTED]

Dyddiad: 5 Gorffennaf 2016

Annwyl Sirs

Prosiect Cysylltiad Gogledd Cymru – y newyddion diweddaraf am ein gwaith

Amgaeaf gopi o rifyn diweddaraf Newyddion y Prosiect sy'n sôn am ein gwaith i gysylltu atomfa Wylfa Newydd. Mae'r cylchlythyr hwn yn rhoi rhagor o wybodaeth am y ffordd yr ydym wedi datblygu ein cynlluniau ar ôl yr ymgynghoriad a'r ymateb a gafwyd yn ystod yr hydref diwethaf.

Yn ddiweddar, fe soniom ni wrthy ch am ein cynlluniau diweddaraf yn ardal Afon Menai. Gallwn gadarnhau yn awr pa lwybrau na fyddwn yn symud ymlaen â nhw ar gyfer gweddill y cysylltiad a'r llwybr a ddewiswyd gennym o'r Wylfa i fan i'r dwyrain o Langefni.

Mae'r llwybr a ddewiswyd yn dilyn y cysylltiad presennol ar Ynys Môn yn fras. Credwn mai hwnnw fydd yn cael yr effaith gyffredinol leiaf o'r holl opsiynau a ystyriwyd gennym. Mae'r cylchlythyr amgaeedig yn esbonio mwy am yr ystyriaethau sy'n codi ar hyd y llwybr, yr ymateb a gawsom a sut yr ydym wedi talu sylw i hwnnw.

Rydym yn cysylltu â chi gan nad yw'ch tir bellach yn agos iawn at ardal ein cynlluniau ond mae'n dal yn y coridor arolygon ar sail yr aliniad diwygiedig sy'n rhedeg yn gyfochrog â'r llinell bresennol.

Gan eich bod yn berchen ar dir neu'n dal tir, byddwch wedi cael gwybod am yr arolygon sy'n cael eu cynnal i ganfod y bywyd gwyllt, y cynefinoedd a'r nodweddion gweledol y mae angen eu hystyried wrth ddatblygu ein cynlluniau. Diolch am eich cydweithrediad.

Byddwn yn parhau i gynnal arolygon ecolegol trwy gydol y flwyddyn. Rydym yn gwerthfawrogi'ch cydweithrediad yn caniatáu i ni fynd ar eich tir ac yn ein helpu i ddeall cynefinoedd a rhywogaethau'r ardal.

Rydym wrthi'n datblygu dyluniad y cysylltiad newydd a'n cynlluniau ar gyfer mynd o dan Afon Menai. Byddwn yn cyflwyno'r dyluniad manwl a gynigiwn ar gyfer y cysylltiad cyfan ac yn cynnal ymgynghoriad arall cyn diwedd y flwyddyn pryd y caiff pobl ddweud eu dweud.

Gwyddom y gall fod gennych gwestiynau am ein cynlluniau. Rydym yn bwriadu cyhoeddi rhagor o gylchlythyrau am ein gwaith yn ystod y flwyddyn ac fe gysylltw'n â chi eto bryd hynny. Os bydd gennych gwestiynau yn y cyfamser, gallwch gysylltu â'n hasiantau tir, Dalcour Maclaren, ar [REDACTED] neu [REDACTED].

Yn gywir,

[REDACTED]
[REDACTED] FRICS FAAV ACIArb
Syrfêwr
Seilwaith a Datblygiadau Mawr

6.2.15

Appendix 15

Stage Three Consultation List of and Letter to Non-Prescribed Consultees

National Grid
National Grid House
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA

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Stage Three Consultation: List of Non-Prescribed Consultees

Political stakeholders
Assembly Member for Arfon
Assembly Member for Dwyfor Meirionnydd
Assembly Member for Ynys Môn
Assembly Members for Mid and West Wales
Assembly Members for North Wales
Department for Business, Energy and Industrial Strategy
Gwynedd Council, Chief Executive
Gwynedd Council, Leader of Council: Portfolio: Strategic Direction, Business and Planning
Gwynedd Council Councillors
Isle of Anglesey County Council Councillors
Isle of Anglesey County Council, Leader of Council
Isle of Anglesey County Council, Executive Committee Member for Planning & Environment
Members of the European Parliament
Members of the House of Lords
Member of Parliament for Arfon
Member of Parliament for
Member of Parliament for Ynys Môn
Secretary of State for Business, Energy and Industrial Strategy
Secretary of State for Wales
Shadow Secretary of State for Wales
The Wales Office
Welsh Government
Welsh Government Energy and Environment Sector Panel
Welsh Language Commissioner

Environment and Conservation
Alliance for National Parks Cymru
Animal & Plant Health Agency
Campaign for National Parks
Campaign for the Protection of Rural Wales (CPRW)
Campaign for the Protection of Rural Wales (CPRW) - Anglesey Branch
Campaign for the Protection of Rural Wales (CPRW) - Meirionnydd Branch
Centre for Environment, Fisheries and Aquaculture Science (Cefas)
Clwyd Badger Group
Gwynedd Bat Group
National Parks Wales
North Wales Wildlife Trust
North Wales Wildlife Trust - Anglesey Branch
North Wales Wildlife Trust - Arfon
Red Squirrels Trust Wales
RSPB Cymru
The Open Spaces Society
The Woodland Trust Wales (Coed Cadw)
Wales Biodiversity Partnership
Welsh Government Agricultural Department
Welsh Government Fisheries
Welsh Government Marine and Fisheries
Welsh Historic Gardens Trust - Gwynedd
Wildfowl and Wetland Trust (WWT)
Historic and Cultural Heritage
Amlwch Industrial Heritage Trust
Cadw, Conwy
Cadw, Nantgarw

Cemaes History Society
Gwynedd Archaeological Planning Service
Gwynedd Archaeological Trust
Meirionnydd National Trust Association
Menai Association (National Trust)
Menai Heritage
National Trust
Welsh Highland Railway Ltd

Transport bodies

Movements Along Welsh Roads (MAWR)
Sustrans Cymru
Mott Macdonalds/UK Highways

Health and Emergency Services

Wales Resilience Forum

Organisations representing hard to reach/unrepresented groups

Strategaeth Pobl Hŷn Ynys Môn/ Isle of Anglesey Council's Older People's Strategy
Digartref Ynys Môn
Agewell Ynys Môn
JobCentre Plus
Ynys Môn Citizens' Advice Bureau
Cymdeithas Tai Eryri
Tai Gogledd Cymru/North Wales Housing
RNIB Cymru
Fforwm Anabledd Taran/ Taran Disability Forum
Gwynedd Children and Young People's Partnership
IoACC Education Dept Adran Addysg
Llais Ni' Development Officer
Age Cymru Gwynedd a Môn
Cymunedau'n Gyntaf Ynys Môn
North Wales Society for the Blind
Merched Y Wawr
Gwynedd Agewell
Ynys Mon County Federation of Young Farmers
Careers Wales
Ynys Mon (Anglesey) Group Riding for the Disabled
Penaeth Rheoliaeddio a Datblygu Ecnomaidd / Head of Regulation And Economic Development
Headway Gwynedd
Gisda
Urdd Gobaith Cymru
Gwynedd Older People Policy Officer
JobCentre Plus (North Wales)
Citizens' Advice Bureau (Gwynedd)
Communities First (Gwynedd)
Grwp Cynefin
Tai Gogledd Cymru/North Wales Housing
Tourism Section, Gwynedd Council
Mantell Gwynedd (County Voluntary Council for Gwynedd)
Gwynedd Council (Equalities and Diversity)
Menai Bridge Scout & Guide Hut
Arfon and Dwyfor Local Access Forum
Gwynedd-Caernarfon Federation of Women's Institutes

Organisations representing hard to reach/unrepresented groups

Anglesey Federation of Women's Institutes Office

Coleg Menai

Ysgol Brynrefail

Ysgol Syr Hugh Owen

Ysgol Friars

Ysgol Tryfan

Ysgol Eifionydd

Ysgol Syr Thomas Jones

Ysgol Uwchradd Bodedern

Ysgol Uwchradd Caergybi

Ysgol Uwchradd Bodedern

Ysgol Dyffryn Ogwen

Ysgol Moelwyn

Ysgol Gyfun Llangefni

Ysgol Gynradd Llanrug

Ysgol David Hughes

Specialist Interest Groups

Anglesey Against Pylons

Anglesey Enterprise Zone

Anglesey Equestrian Centre

Anglesey Tourism Association

Anglesey Riding Centre

Agoriad Cyf

Anglesey Agriculture Society

Anglesey and Gwynedd Fisheries Local Action Group

Anglesey Antiquarian Society and Field Club

Anglesey Business Centre

Anglesey Cycling Group

Anglesey Cycling Group

Anglesey Divers

Anglesey Diving Academy

Anglesey Federation of Small Businesses

Anglesey Mining plc

Anglesey Nature Bites

Anglesey Sea Salt (Halen Mon)

Annog Cyf

Bangor Bethesda Ramblers

Bangor Civic Society

Bangor Greenpeace

Bangor Mussel Producers Association

Bangor University (Seacams)

Bristow Helicopters SAR (Search and Rescue)

British Horse Society - North West Wales Committee

British Mountaineering Council (BMC)

British Trust for Ornithology

Business in the Community Wales

Business on Anglesey

Caernarfon/Dwyfor Ramblers Group

CBI Wales

Caernarfon Sailing Club

Chair of Wylfa PLG

Codling Park

Coed Cymru

Cofnod

Specialist Interest Groups

Conway Centres: Anglesey
Council for British Archaeology in Wales
Country Land and Business Association (CLA)
Country Land and Business Association (CLA)
Country Land and Business Association (CLA)
Country Land and Business Association (CLA)
Cynnal Cymru - Sustain Wales
Destination Anglesey Partnership
Dragon Radio Society
Engineering Construction Industry Training Board (ECITB)
Energy Centre - Coleg Menai
Engineering & Renewable Energies Colleg Llandrillo
Eryri Association
Farmers Union Wales
Farmers Union Wales
Farmers Union Wales
Federation of Small Businesses
Federation of Small Businesses
Ffestiniog & Welsh Highland Railways
Friends of the Earth Cymru
Friends of the Isle of Anglesey Coastal Path
GeoMôn. Anglesey Geopark
Gorswen Farm Riding Centre
Glaslyn Angling Association
Greenwire
Grwp Llandrillo Menai
Gwynedd Business Network
Gwynedd Engineering Society
Heritage Together
H M Coastguard
Holyhead Cycling Club
Holyhead Round Table
Holyhead Sailing Club
Horizon Nuclear Power
Horizon Nuclear Power
Horizon Nuclear Power
Institution of engineering and technology (IET)
Isle of Anglesey Railways Ltd (Anglesey Central Railway)
Land & Lakes Ltd
Lions Club Anglesey Central Trust Fund
Lions Club Bangor
Lions Club Beaumaris (Menai - Aethwy)
Lions Club Caernarfon
Lions Club Holyhead
Llanddona Riding School
Llangefni Social Enterprise
Magnox North (Wylfa)
Medrwn Môn
Menter Fachwen
Menter Mon
Minesto
Mon a Gwynedd Friends of the Earth
Mon CF
Mona Flying Club
National Beef Association
National Sheep Association

Specialist Interest Groups

Nature Bites
NFU Cymru
NFU Cymru
NFU Cymru
North Wales Animal Protection & Ethics
North Wales & Borders Waterways
North Wales Business Club
North Wales Chamber of Commerce
North Wales Community Health Council
North Wales Tourism
North Wales Tourist Guiding Association
North West Venturers' Yacht Club
North West Wales Amphibian and Reptile Group
One Voice Wales
Orthios Eco Parks Anglesey Ltd
Parc Gwyddoniaeth Menai/Menai Science Park
People Against Wylfa B (PAWB)
Plas Menai National Watersports Centre
Pori Natur a Threftadaeth
Port Dinorwic Sailing Club
Porth Y Post Riding Stables
Porthyfelin Community Partnership
Probus (Professional retired businessmen)
RAF Mona
RAF Valley
Red Wharf Bay Sailing Club
Renewable UK Cymru
RNLI
Rotary Club Bangor
Rotary Club Holyhead
Rotary Club Llangefni
Royal Anglesey Yacht Club
Seiont Gwyfai and Llyfni Fishing Society
Snowdonia Society
Social Services Improvement Agency
Sport Wales
STEMNET
Sustain Wales - Cynnal Cymru
Technocamps - Bangor University
The Menai Strait Combined Regattas Committee
The Menai Strait Combined Regattas Committee
Traeth Coch Sailing Club
Trireme Ynys Mon Rowing Club
Tyn Morfa Riding Centre
Visit Wales
Wales Air Ambulance
Wales Tourism Alliance
Wales Trade Union Congress
Wales Trade Union Congress
Wales Young Farmers Association
Welsh Sea Rowing Association
Welsh Water (visitor attraction)
Welsh Yachting Association
WWF Cymru
Wygryr Fishing Association
Ynys Mon (Anglesey) Group Riding for the Disabled

Specialist Interest Groups
Ynys Mon Angling Association
Ynys Mon Ramblers Group



Date: >>insert<<

Dear ,

North Wales Connection Project – consultation on updated proposals

National Grid is proposing to build a new connection for Horizon Nuclear Power's planned Wylfa Newydd nuclear power station. Following previous consultation carried out to date, National Grid is proposing a detailed design which includes:

- a new line of pylons, broadly parallel to an existing pylon line across Anglesey and north Gwynedd
- a tunnel under the Menai Strait and the related equipment including head houses and sealing end compounds
- extensions to existing substations at Wylfa and Pentir
- temporary works to enable construction and transport routes for the delivery of materials and removal of waste

National Grid is consulting on these proposals from **5 October 2016 to 16 December 2016** and all feedback must be received during this time. This is a statutory consultation as required by the Planning Act 2008. It is likely to be our last consultation on the whole connection before we submit our applications for consents.

If there are any changes you think we can make, please tell us, and importantly, please tell us why.

Following consultation, we will review the proposals in light of the feedback received and consider if changes are needed before making an application for development consent.

Please find enclosed our latest project newsletter. Digital copies of the documents supporting this consultation are available on USB memory sticks on request. All documents are also on the project website along with lots of images, films and further supporting information.

Printed reference copies of these documents are available at libraries and civic locations throughout the project area – a list of these venues is available on the project website. National Grid is also holding a series of public consultation events throughout the project area during the consultation period. Details of these events are provided on our project website and in the enclosed newsletter.

Please respond to the consultation in writing using the feedback form, by email or in writing to our freepost address. Feedback forms are available on the project website or on request from us (contact details above).

Should you require any further information or would like to meet with us to discuss our proposals in more detail, please contact our Community Relations Team on the details above.

We hope you find this information useful – we look forward to receiving your feedback.

Yours sincerely,



Senior Project Manager

[REDACTED]

Dyddiad: >>insert<<

Annwyl [REDACTED],

Prosiect Cysylltiad Gogledd Cymru – ymgynghori ar gynlluniau wedi'u diweddarau

Mae National Grid yn bwriadu adeiladu cysylltiad newydd ar gyfer atomfa arfaethedig Pŵer Niwclear Horizon, Wylfa Newydd. Yn dilyn ymgynghori anffurfiol a wnaed eisoes, mae National Grid yn cyflwyno dyluniad manwl sy'n cynnwys:

- llinell newydd o beilonau, yn cydreddeg yn fras â'r llinell bresennol o beilonau ar draws Môn a gogledd Gwynedd
- twnnel o dan Afon Menai, gydag offer cysylltiedig yn cynnwys adeiladau pen twnnel a chompowndiau pennau selio
- estyniadau i'r is-orsafoedd presennol yn yr Wylfa a Phentir
- gwaith dros dro fel y gellir gwneud y gwaith adeiladu a ffyrdd i gerbydau ddanfôn deunyddiau a chario gwastraff i ffwrdd

Mae National Grid yn ymgynghori ar y cynlluniau hyn rhwng **5 Hydref 2016 ac 16 Rhagfyr 2016** ac mae'n rhaid cyflwyno'r holl ymateb yn ystod y cyfnod hwn. Mae hwn yn ymgynghoriad statudol fel y mynnir o dan Ddeddf Cynllunio 2008. Mae'n debygol mai hwn fydd ein hymgyngoriad olaf ar y cysylltiad cyfan cyn i ni gyflwyno'n ceisiadau am ganiatâd.

Os credwch fod newidiadau y gallwn eu gwneud, hoffem i chi ddweud wrthym ac mae'n bwysig eich bod hefyd yn dweud pam.

Ar ôl yr ymgynghoriad, byddwn yn adolygu'r cynlluniau yng ngoleuni'r ymateb a gawn ac yn ystyried a oes angen newidiadau cyn gwneud cais am ganiatâd datblygu.

Amgawen gylchlythyr diweddaraf y prosiect. Mae copiâu digidol o ddogfennau ategol yr ymgynghoriad hwn ar gael ar gorau bach USB os gofynnwch amdanynt. Mae ein holl ddogfennau i'w gweld ar wefan y prosiect hefyd, ynghyd â llawer o luniau, ffilmiau a gwybodaeth ategol.

Mae copiâu cyfeirio o'r dogfennau hyn ar gael ar bapur mewn llyfrgelloedd a chanolfannau dinesig ledled ardal y prosiect – mae rhestr o'r canolfannau hyn i'w gweld ar wefan y prosiect. Yn ogystal, mae National Grid yn cynnal cyfres o ddigwyddiadau ymgynghori cyhoeddus ledled ardal y prosiect yn ystod cyfnod yr ymgynghoriad. Mae manylion y digwyddiadau hyn i'w gweld ar wefan y prosiect ac yn y cylchlythyr amgaeedig.

Gofynnir i chi ymateb i'r ymgynghoriad mewn ysgrifen gan ddefnyddio'r ffurflen ymateb, trwy ebost neu trwy ysgrifennu i'n cyfeiriad rhadbost. Mae'r ffurflenni ymateb ar gael ar wefan y prosiect neu trwy ofyn i ni (manyion cysylltu uchod).

Os bydd arnoch angen rhagor o wybodaeth neu os hoffech gyfarfod â ni i drafod ein cynlluniau'n fwy manwl, mae croeso i chi gysylltu â'n Tîm Cysylltiadau Cymunedol gan ddefnyddio'r manylion uchod.

Gobeithio y bydd yr wybodaeth hon yn ddefnyddiol i chi – edrychwn ymlaen at gael eich ymateb.

Yn gywir,

[REDACTED]

Uwch Reolwr y Prosiect

6.2.16

Appendix 16

Stage Three Consultation Section 42 letter to Prescribed Consultees

National Grid
National Grid House
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA

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██████████
Welsh Government
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

Date: 4 October 2016

Dear ██████████,

**National Grid: North Wales Connection Project
Statutory Consultation under Section 42 of the Planning Act 2008 and the Infrastructure Planning (Applications:
Prescribed Forms and Procedures) Regulations 2009
Notification under Regulation 11 of the Infrastructure Planning (Environmental Impact Assessment) Regulations
2009 ("EIA Regulations")**

I am writing to inform you of the start of the statutory consultation for the proposed National Grid North Wales Connection Project under the Planning Act 2008 ('the Act'). Your organisation has been identified as a statutory consultee for the proposed application for consent for this development.

National Grid is proposing to build a new connection for Horizon Nuclear Power's proposed Wylfa Newydd nuclear power station. Following previous appraisal and informal consultation carried out to date, National Grid is proposing a detailed design which includes: a new line of pylons, broadly parallel to an existing pylon line across Anglesey and north Gwynedd; a tunnel under the Menai Strait and the related equipment including tunnel head houses and sealing end compounds; extensions to existing substations at Wylfa and Pentir; temporary works to enable construction and transport routes for the delivery of materials and removal of waste.

This project is a nationally significant infrastructure project and will require National Grid to submit an application for development consent to the Secretary of State for Business, Energy and Industrial Strategy. The development consent being sought will include a number of other provisions, including those which authorise the compulsory acquisition of land, and rights over land, if necessary, to construct and maintain the proposed project.

In advance of that submission seeking consent, this consultation is required. The consultation is open from **5 October 2016** to **16 December 2016** and all feedback must be received during this time. This is likely to be the last consultation on the whole connection so we would encourage you to take part.

We are also consulting on the potential environmental effects of the proposals and if consultees have suggestions for reducing these effects (for example, through mitigation measures). This information is in the Preliminary Environmental Information Report (PEIR).

Please find enclosed a copy of the latest project newsletter. Further documents supporting this consultation, including the PEIR, are available on the project website along with lots of images, films and further supporting information. Digital copies are also available on request on USB memory stick. Printed reference copies are available at libraries and civic locations throughout the project area – a list of these venues is available on our website. We are also holding a series of public consultation events throughout the project area.

The North Wales Connection project is an "EIA development" for the purposes of the EIA Regulations. Regulation 11 requires National Grid to send your organisation a copy of the notice which is being published in accordance with Section 48 of the Act, and this is enclosed.

Please respond to the consultation in writing using the feedback form, by email or in writing to our freepost address (above) **by 16 December 2016**. Feedback forms are available on the project website or on request from us (contact details above). If there are changes you think National Grid should make to the proposals, please tell us and please tell us why.

National Grid will review the proposals in light of the feedback received and consider if changes are needed to further reduce the effects on communities and the local area.

Should you require any further information or would like to meet with us to discuss our proposals in more detail, please contact our Community Relations Team on the details above.

Yours sincerely,

██████████
██████████

Senior Project Manager

Welsh Government
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

Dyddiad: 4 Hydref 2016

Annwyl [REDACTED],

**National Grid: Prosiect Cysylltiad Gogledd Cymru
Ymgynghoriad o dan Adran 42 o Ddeddf Cynllunio 2008 a Rheoliadau Cynllunio Seilwaith (Ceisiadau: Ffurflenni a
Gweithdrefn Ragnodedig) 2009
Hysbysiad o dan Reoliad 11 o Reoliadau Cynllunio Seilwaith (Asesu Effeithiau Amgylcheddol) 2009 (y "Rheoliadau
AEA")**

Rwy'n ysgrifennu i'ch hysbysu o ddechreuad yr ymgynghoriad statudol ar gyfer Prosiect Cysylltiad Gogledd Cymru arfaethedig National Grid o dan Ddeddf Cynllunio 2008 ('y Ddeddf'). Mae'ch sefydliad chi wedi'i enwi'n ymgynghorai statudol ar gyfer y cais arfaethedig am ganiatâd ar gyfer y datblygiad hwn.

Mae National Grid yn bwriadu adeiladu cysylltiad newydd ar gyfer atomfa arfaethedig Pŵer Niwclear Horizon, Wylfa Newydd. Yn dilyn gwaith asesu ac ymgynghori anffurfiol a wnaed eisoes, mae National Grid yn cyflwyno dyluniad manwl sy'n cynnwys: llinell newydd o beilonau, yn cydreddeg yn fras â'r llinell bresennol o beilonau ar draws Môn a gogledd Gwynedd; twnnel o dan Afon Menai ac offer cysylltiedig yn cynnwys adeiladau pen twnnel a chompowndiau pennau selio; estyniadau i'r is-orsafoedd presennol yn yr Wylfa a Phentir; gwaith dros dro fel y gellir gwneud y gwaith adeiladu a ffyrdd i gerbydau ddanfôn deunyddiau a chario gwastraff i ffwrdd.

Mae'r prosiect hwn yn brosiect seilwaith o arwyddocâd cenedlaethol a bydd angen i National Grid gyflwyno cais am ganiatâd datblygu i'r Ysgrifennydd Gwladol dros Fusnes, Ynni a Strategaeth Ddiwydiannol. Bydd y caniatâd datblygu y gwneir cais amdano yn cynnwys nifer o ddarpariaethau eraill, yn cynnwys rhai sy'n awdurdodi caffael tir yn orfodol, a hawliau dros dir, os oes angen, er mwyn gwneud gwaith adeiladu a chynnal a chadw ar y prosiect arfaethedig.

Cyn gwneud cais am ganiatâd, mae angen yr ymgynghoriad hwn. Mae'r ymgynghoriad ar agor rhwng **5 Hydref 2016 ac 16 Rhagfyr 2016** ac mae'n rhaid i ni dderbyn yr holl ymateb yn ystod y cyfnod hwn. Mae'n debygol mai hwn fydd yr ymgynghoriad olaf ar y cysylltiad cyfan, felly hoffem eich annog i gymryd rhan.

Rydym yn ymgynghori hefyd ar effeithiau amgylcheddol posibl ein cynlluniau ac a oes gan ymgynghoreion awgrymiadau ar gyfer lleihau'r effeithiau hyn (er enghraifft, trwy gymryd camau lliniaru). Cyflwynir yr wybodaeth hon yn yr Adroddiad Gwybodaeth Amgylcheddol Ragarweiniol (PEIR).

Amgaewn gopi o gylchlythyr diweddaraf y prosiect. Mae rhagor o ddogfennau sy'n ymwneud â'r ymgynghoriad hwn, yn cynnwys y PEIR, i'w gweld ar wefan y prosiect ynghyd â llawer o luniau, ffilmau a rhagor o wybodaeth ategol. Mae copïau digidol i'w cael ar gof bach USB os gofynnwch amdanynt. Mae copïau cyfeirio o'r dogfennau ar gael ar bapur mewn llyfrgelloedd a chanolfannau dinesig ledled ardal y prosiect – mae rhestr o'r canolfannau hyn ar ein gwefan. Rydym yn cynnal cyfres o ddogwyddiadau ymgynghori cyhoeddus ledled ardal y prosiect hefyd.

Mae prosiect Cysylltiad Gogledd Cymru yn "datblygiad AEA" at ddibenion y Rheoliadau AEA. O dan Reoliad 11, mae'n ofynnol i National Grid anfon copi at eich sefydliad o'r hysbysiad a gyhoeddir yn unol ag Adran 48 o'r Ddeddf, ac amgaeir hwn.

Gofynnir i chi ymateb i'r ymgynghoriad gan ddefnyddio'r ffurflen ymateb, trwy neges ebost neu trwy ysgrifennu i'n cyfeiriad rhabdost (uchod) **erbyn 16 Rhagfyr 2016**. Mae'r ffurflenni ymateb ar gael ar wefan y prosiect neu gallwch ofyn i ni am gopi (manylion cysylltu uchod). Os credwch fod newidiadau y dylai National Grid eu gwneud i'r cynlluniau, gofynnir i chi ddweud wrthym gan nodi pam.

Bydd National Grid yn adolygu'r cynlluniau yng ngoleuni'r ymateb a gawn ac yn ystyried a oes angen newidiadau i leihau'r effeithiau ar gymunedau a'r ardal leol.

Os bydd arnoch angen rhagor o wybodaeth neu os hoffech gyfarfod â ni i drafod ein cynlluniau'n fwy manwl, mae croeso i chi gysylltu â'n Tîm Cysylltiadau Cymunedol gan ddefnyddio'r manylion uchod.

Yn gywir,

Uwch Reolwr y Prosiect

Adran 48, Deddf Cynllunio 2008 (fel y'i diwygiwyd)**Rheoliad 4, Rheoliadau Cynllunio Seilwaith (Ceisiadau: Ffurflenni a Gweithdrefn Ragnodedig) 2009**

Rhybudd ynghylch y cais arfaethedig am orchymyn caniatâd datblygu (DCO) i adeiladu Prosiect Cysylltiad Gogledd Cymru

- Cyflwynir rhybudd trwy hyn bod National Grid Electricity Transmission Limited (National Grid) o 1 – 3 Strand, Llundain WC2N 5EH yn bwriadu gwneud cais i'r Ysgrifennydd Gwladol ar dros Fusnes, Ynni a Strategaeth Ddiwydiannol o dan Adran 37 Deddf Cynllunio 2008 (fel y'i diwygiwyd) am orchymyn caniatâd datblygu (DCO) i awdurdodi Prosiect Cysylltiad Gogledd Cymru.
- Bydd y prosiect arfaethedig yn cysylltu atomfa arfaethedig Wylfa Newydd â'r rhydwylfa trawsyrro cenedlaethol presennol drwy gyfrwng cyswllt 400kV newydd yn rheseg o is-orsaf bresennol yr Wylfa i'r is-orsaf bresennol ym Mhentir, Gwynedd. Mae'n fwrriad creu'r cyswllt drwy gyfrwng llinell uwch ben a thwnnel o dan yr Afon Menai.
- Bydd y darn lle mae'r llinell uwch ben yn cynnwys yr elfennau a ganlyn:
adeiladu tua 30 cilometr (18.5 milltir) o linell uwch ben ym Môn a Gwynedd, rhwng is-orsaf yr Wylfa ac is-orsaf Pentir a mân newidiadau i'r llinell uwch ben 400kV bresennol;
compownd pennau selio ac adeilad pen twnnel ar tua dwy erw o dir yn ardal Braint; a
chompownd pennau selio ac adeilad pen twnnel ar tua dwy erw o dir yn ardal Tŷ Foddol
Mae angen compowndiau pennau selio er mwyn newid y cysylltiad uwch ben yn gysylltiad tanddaear a chodir adeiladau pen twnnel uwchben siaffiau fertigol y twnnel i ddal offer ac i ddarparu mynediad parhaol i wneud gwaith cynnal a chadw.
- Bydd adran y twnnel yn cynnwys oddeutu 4 cilometr (2.5 milltir) o dwnnel yn rheseg rhwng y ddau adeilad pen twnnel arfaethedig.
- Estyniad oddeutu 1 erw i'r is-orsaf bresennol yn yr Wylfa, i ddarparu ar gyfer offer newydd sydd ei angen.
- Estyniad oddeutu 7 erw i'r is-orsaf bresennol ym Mhentir, i ddarparu ar gyfer offer newydd sydd ei angen.
- Bydd y cais arfaethedig yn cynnwys gwaith gofynnol arall, er enghraifft, ffyrdd mynediad dros dro, gwaith priffyrdd, compowndiau gwaith dros dro, safleoedd gwaith a gwaith ategol.
- Mae'r Rhybudd hwn yn ymwneud â'r datblygiad y mae'r cais yn cael ei gynniig mewn perthynas ag ef, fel y disgrifir uchod.

- Hefyd, bydd y cais arfaethedig yn ceisio awdurdodi pryniant gorfodol y tir a'r buddiannau yn y tir a'r hawliau arno, trechu hawddfreintiau a hawliau eraill, defnydd dros dro o'r tir, a phwerau ategol eraill.
- Mae'r datblygiad yn ddatblygiad sy'n cael ei gyfrif fel datblygiad Asesu Effeithiau Amgylcheddol fel y'i diffiniwyd yn y Rheoliadau Cynllunio Seilwaith (Asesu Effeithiau Amgylcheddol) 2009, fel y'u diwygiwyd. Felly bydd Datganiad Amgylcheddol yn cyd-fynd â'r cais arfaethedig, ac yn cynnwys gwylbodaeth amgylcheddol.
- Bydd y dogfennau, y planiau a'r mapiau sy'n dangos natur a lleoliad y datblygiad arfaethedig, gan gynnwys y wybodaeth amgylcheddol ragarweiniol, ar gael i'w lawrwytho o 05 Hydref 2016 ymlaen yn www.cysylltiadgogleddcymru.com. Bydd copïau cyfeirio ar gael i'w gweld am ddim o 05 Hydref 2016 i 16 Rhagfyr 2016 mewn lleoliadau yng nghyffiniau'r Prosiect gydol ein hymyngghoriad. Nodir y cyfeiriadau a'r amseroedd agor gyferbyn.
- Bydd copïau o'r dogfennau, y planiau, y mapiau a'r wybodaeth amgylcheddol ragarweiniol ar gael am ddim gan National Grid ar gof bach USB. Bydd ceisiadau am gopïau caled yn cael eu hadolygu fesul achos. Efallai y bydd tâl copïo rhesymol yn cael ei godi (hyd at uchafswm o £500 ar gyfer un casgliad llawn o ddogfennau), i'w dalu gan y derbynydd.
- Dylid anfon pob ymateb i'r ymgyngghoriad hwn drwy e-bost at nationalgrid@cysylltiadgogleddcymru.com neu drwy'r post i FREEPOST NATIONAL GRID NW CONNECTION. Gellir llenwi ffurflenni ymateb hefyd yn www.cysylltiadgogleddcymru.com
- Rhaid i National Grid dderbyn yr holl ymatebion erbyn 16 Rhagfyr 2016 er mwyn sicrhau eu bod yn cael eu hystyried. Mae'n debygol y bydd yr ymatebion yn cael eu gwneud yn gyhoeddus ond bydd manylion cyswllt/personol yn cael eu golygu.
- Wrth benderfynu ar ffurf derfynol y cais arfaethedig am orchymyn caniatâd datblygu ar gyfer y prosiect arfaethedig, byddwn yn ystyried unrhyw ymateb i'r cyhoedduswydd hwn neu'r ymgyngghoriad a dderbynnir cyn y dyddiad cau penodol.
- Efallai y bydd yn ofynnol i ni sicrhau bod copïau o'r sylwadau ar gael i'r Ysgrifennydd Gwladol. Fodd bynnag, byddwn yn gofyn i fanylion personol beidio â chael eu nodi yn y cofnod cyhoeddus. Bydd manylion personol yn cael eu cadw'n ddiogel yn unol â Deddf Diogelu Data 1998 ac yn cael eu defnyddio mewn cysylltiad â'r broses ymgyngghori a datblygiad y prosiect hwn yn unig. Ni fyddant yn cael eu datgelu i unrhyw drydydd partion, ac eithrio fel y nodir uchod.

Lleoliad	Amseroedd agor
Ynys Môn	
Llyfrgell Amlwch Lôn Parys, Amlwch, Ynys Môn, LL68 9AB	Dydd Mawrth: 9:30am-12:30pm, 2pm-5pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 2pm-7pm, Dydd Gwener: 9:30am-12:30pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Biwmares Canolfan Gymuned David Hughes, Biwmares, Ynys Môn, LL58 8AL	Dydd Llun: 4pm-7pm, Dydd Mercher: 10am-1pm, Dydd Iau: 10am-1pm, Dydd Gwener: 10am-1pm, 2pm-5pm, Dydd Sadwrn: 10am-12pm
Llyfrgell Benllech Ffordd Bangor, Benllech, Ynys Môn, LL74 8TF	Dydd Llun: 5pm-7pm, Dydd Mawrth: 2pm-5pm, Dydd Mercher: 10am-12pm, 2pm-4pm, Dydd Gwener: 2pm-7pm, Dydd Sadwrn: 10am-12:30pm
Llyfrgell Cemaes Ffordd Glascoed, Lôn Glascoed, Cemaes, Ynys Môn, LL67 0HN	Dydd Llun: 2pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Gwener: 2pm-6pm
Llyfrgell Caerbybi Newry Fields, Caerbybi, Ynys Môn, LL65 1LA	Dydd Llun: 9:30am-6pm, Dydd Mawrth: 9:30am-6pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-6pm, Dydd Gwener: 9:30am-6pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Llangefni Lôn y Felin, Llangefni, Anglesey, LL77 7RT	Dydd Llun: 9am-7pm, Dydd Mawrth: 9am-5pm, Dydd Mercher: 9am-1pm, Dydd Iau: 9am-6pm, Dydd Gwener: 9am-7pm, Dydd Sadwrn: 9.30am-12:30pm
Llyfrgell Porthaethwy Ffordd y Ffair, Porthaethwy, Ynys Môn, LL59 5AS	Dydd Mawrth: 1pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 1pm-6pm, Dydd Gwener: 1pm-5pm, Dydd Sadwrn: 9:30am-12:30pm
Canolfan Busnes Môn Parc Busnes Bryn Cefni, Llangefni, Ynys Môn, LL77 7XA	Dydd Llun: 8.30am-5pm, Dydd Mawrth: 8.30am-5pm, Dydd Mercher: 8.30am-5pm, Dydd Iau: 8.30am-5pm, Dydd Gwener: 8.30am-5pm
Prif swyddfa Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangefni, Ynys Môn, LL77 7TW	Dydd Llun: 8.45am-5pm, Dydd Mawrth: 8.45am-5pm, Dydd Mercher: 8.45am-5pm, Dydd Iau: 8.45am-5pm, Dydd Gwener: 8.45am-5pm
Gwasanaeth Cynllunio Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangefni, Ynys Môn, LL77 7TW	Dydd Llun: 8.45am-5pm, Dydd Mawrth: 8.45am-5pm, Dydd Mercher: 8.45am-5pm, Dydd Iau: 8.45am-5pm, Dydd Gwener: 8.45am-5pm
Gwynedd	
Llyfrgell Bangor Ffordd Gwynedd, LL57 1DT	Dydd Llun: 9:30am-7pm, Dydd Mawrth: 9:30am-7pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-7pm, Dydd Gwener: 9:30am-7pm, Dydd Sadwrn: 9:30am-1pm
Llyfrgell Caernarfon Allt Pafiliwn, Caernarfon, LL55 1AS	Dydd Llun: 9:30am-7pm, Dydd Mawrth: 9:30am-7pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-7pm, Dydd Gwener: 9:30am-7pm, Dydd Sadwrn: 9:30am-1pm
Siop Gwynedd Prif Swyddfa Cyngor Gwynedd, Stryd y Castell, Caernarfon, Gwynedd, LL55 1SE	Dydd Llun: 8.40am-5pm, Dydd Mawrth: 8.40am-5pm, Dydd Mercher: 8.40am-5pm, Dydd Iau: 8.40am-5pm, Dydd Gwener: 8.40am-5pm

National Grid Electricity Transmission plc – North Wales Connection Project**Section 48, Planning Act 2008 (as amended)****Regulation 4, The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009**

Notice of the proposed application for a development consent order (DCO) to construct the North Wales Connection Project

- Notice is hereby given that National Grid Electricity Transmission Limited (National Grid) of 1 – 3 Strand, London WC2N 5EH intends to apply to the Secretary of State for Business, Energy and Industrial Strategy under Section 37 of the Planning Act 2008 (as amended) for a development consent order (DCO) to authorise the North Wales Connection Project.
- The proposed project is to connect the proposed Wylfa Newydd nuclear power station to the existing national transmission network by means of a new 400 kV connection running from the existing substation at Wylfa to the existing substation at Pentir, Gwynedd. The connection is proposed to be constructed by means of both overhead line and a tunnel beneath the Menai Strait.
- The overhead line section will incorporate the following proposed elements:
construction of approximately 30 kilometres (18.5 miles) of overhead line in Anglesey and Gwynedd, between Wylfa substation and Pentir substation and small changes to the existing 400 kV overhead line;
a circa 2 acre sealing end compound and tunnel head house at Braint; and a circa 2 acre sealing end compound and tunnel head house situated at Tŷ Foddol
Sealing end compounds are required to change the connection from overhead to underground and tunnel head houses are built on the top of the vertical tunnel shafts to provide permanent access for maintenance and house equipment.
- The tunnel section will consist of around 4 kilometres (2.5 miles) of tunnel running between the two proposed tunnel head houses.
- A circa 1 acre extension to the existing substation at Wylfa, needed to accommodate new equipment.
- A circa 7 acre extension to the existing substation at Pentir, needed to accommodate new equipment.
- The proposed application will include other required works, for example, temporary access roads, highway works, temporary works compounds, work sites and ancillary works.
- This Notice relates to the development in respect of which the application is proposed as described above.

- The proposed application will also seek authorisation for the compulsory acquisition of land and interests in and rights over land, over-riding easements and other rights, the temporary use of land, and other ancillary powers.
- The development is an Environmental Impact Assessment development as defined in The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, as amended. The proposed application will therefore be accompanied by an Environmental Statement containing environmental information.
- The documents, plans and maps showing the nature and location of the proposed development, including the preliminary environmental information, will be available to download from 05 October 2016 on www.northwalesconnection.com. Reference copies will be available to view free of charge from 05 October 2016 to 16 December 2016 at locations in the vicinity of the Project for the duration of our consultation. Addresses and opening times are provided opposite.
- Copies of the documents, plans, maps and preliminary environmental information can be obtained 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.
- Responses to this consultation should be sent by email to nationalgrid@northwalesconnection.com or by post to FREEPOST NATIONAL GRID NW CONNECTION. Feedback forms can also be completed at www.northwalesconnection.com
- National Grid **must** receive all responses by 16 December 2016 to ensure their consideration. Please note that responses are likely to be made public, but that contact/personal details will be redacted.
- When deciding on the final form of the proposed application for a development consent order for the proposed project, we will take into account any response to this publicity or the consultation that is received before the specified deadline.
- We may be required to make copies of representations available to the Secretary of State. We will, however, request that personal details are not placed on the public record. Personal details will be held securely in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and the development of this project and, except as noted above, will not be disclosed to any third parties.

Location	Opening times
Anglesey	
Amlwch Library Lôn Parys, Amlwch, Anglesey, LL68 9AB	Tuesday: 9:30am–12:30pm and 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 and 2pm–5pm, Saturday: 10am–12pm
Benllech Library Bangor Road, Benllech, Anglesey, LL74 8TF	Monday: 5pm–7pm, Tuesday: 2pm–5pm, Wednesday: 10am–12pm and 2pm–4pm, Friday: 2pm–7pm, Saturday: 10am–12:30pm
Cemaes Library Glascoed Road, Cemaes Bay, 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: 9.30am–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, 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 offices Isle of Anglesey County Council, Council Offices, Llangefni, Anglesey, LL17 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 , Isle of Anglesey County Council, Council Offices, Llangefni, Anglesey, LL17 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

6.2.17

Appendix 17

Stage Three Consultation Section 42 Letter to Local Authorities

National Grid
National Grid House
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA

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Dear

**National Grid: North Wales Connection Project
Statutory Consultation under Section 42 of the Planning Act 2008 and the Infrastructure Planning (Applications:
Prescribed Forms and Procedures) Regulations 2009
Notification under Regulation 11 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009
("EIA Regulations")**

I am writing to inform you of the start of the statutory consultation for the proposed National Grid North Wales Connection Project under the Planning Act 2008 ('the Act'). Your local authority has been identified as a statutory consultee for the proposed application for consent for this development.

National Grid is proposing to build a new connection for Horizon Nuclear Power's proposed Wylfa Newydd nuclear power station. Following previous appraisal and informal consultation carried out to date, National Grid is proposing a detailed design which includes:

- a new line of pylons, broadly parallel to an existing pylon line across Anglesey and north Gwynedd
- a tunnel under the Menai Strait and the related equipment including tunnel head houses and sealing end compounds
- extensions to existing substations at Wylfa and Pentir
- temporary works to enable construction and transport routes for the delivery of materials and removal of waste

This project is a nationally significant infrastructure project and will require National Grid to submit an application for development consent to the Secretary of State for Business, Energy and Industrial Strategy. The development consent being sought will include a number of other provisions, including those which authorise the compulsory acquisition of land, and rights over land, if necessary, to construct and maintain the proposed project.

In advance of that submission seeking consent, this consultation is required. The consultation is open from **5 October 2016 to 16 December 2016** and all feedback must be received during this time. This is likely to be the last consultation on the whole connection so we would encourage you to take part.

We are also consulting on the potential environmental effects of the proposals and if consultees have suggestions for reducing these effects (for example, through mitigation measures). This information is in the Preliminary Environmental Information Report (PEIR).

Please find enclosed a copy of the latest project newsletter. Further documents supporting this consultation, including the PEIR, are available on the project website along with lots of images, films and further supporting information. Digital copies are also available on request on USB memory stick. Printed reference copies are available at libraries and civic locations throughout the project area – a list of these venues is available on our website. We are also holding a series of public consultation events throughout the project area. The council will also receive a full set of these documents in hard copy as a separate delivery.

The North Wales Connection project is "EIA development" for the purposes of the EIA Regulations. Regulation 11 requires National Grid to send your organisation a copy of the notice which is being published in accordance with Section 48 of the Act, and this is enclosed.

Please respond to the consultation in writing using the feedback form, by email or in writing to our freepost address (above) **by 16 December 2016**. Feedback forms are available on the project website or on request from us (contact details above). If there are changes you think National Grid should make to the proposals, please tell us and please tell us why. National Grid will review the proposals in light of the feedback received and consider if changes are needed to further reduce the effects on communities and the local area.

Should you require any further information or would like to meet with us to discuss our proposals in more detail, please contact our Community Relations Team on the details above.

Yours sincerely,



Senior Project Manager

Annwyl

**National Grid: Prosiect Cysylltiad Gogledd Cymru
Ymgynghoriad Statudol o dan Adran 42 o Ddeddf Cynllunio 2008 a Rheoliadau Cynllunio Seilwaith (Ceisiadau: Ffurflenni a Gweithdrefn Ragnodedig) 2009
Hysbysiad o dan Reoliad 11 o Reoliadau Cynllunio Seilwaith (Asesu Effeithiau Amgylcheddol) 2009 (y "Rheoliadau AEA")**

Rwy'n ysgrifennu i'ch hysbysu o ddechreuad yr ymgynghoriad statudol ar gyfer Prosiect Cysylltiad Gogledd Cymru arfaethedig National Grid o dan Ddeddf Cynllunio 2008 ('y Ddeddf'). Mae eich awdurdod lleol chi wedi'i enwi'n ymgynghorai statudol ar gyfer y cais arfaethedig am ganiatâd ar gyfer y datblygiad hwn.

Mae National Grid yn bwriadu adeiladu cysylltiad newydd ar gyfer atomfa arfaethedig Pŵer Niwclear Horizon, Wylfa Newydd. Yn dilyn gwaith asesu ac ymgynghori anffurfiol a wnaed eisoes, mae National Grid yn cyflwyno dyluniad manwl sy'n cynnwys:

- llinell newydd o beilonau, yn cydreddeg yn fras â'r llinell bresennol o beilonau ar draws Môn a gogledd Gwynedd
- twnnel o dan Afon Menai, gydag offer cysylltiedig yn cynnwys adeiladau pen twnnel a chompowndiau pennau selio
- estyniadau i'r is-orsafoedd presennol yn yr Wylfa a Phentir
- gwaith dros dro fel y gellir gwneud y gwaith adeiladu a ffyrdd i gerbydau ddanfôn deunyddiau a chario gwastraff i ffwrdd

Mae'r prosiect hwn yn brosiect seilwaith o arwyddocâd cenedlaethol a bydd angen i National Grid gyflwyno cais am ganiatâd datblygu i'r Ysgrifennydd Gwladol dros Fusnes, Ynni a Strategaeth Ddiwydiannol. Bydd y caniatâd datblygu y gwneir cais amdano yn cynnwys nifer o ddarpariaethau eraill, yn cynnwys rhai sy'n awdurdodi caffael tir yn orfodol, a hawliau dros dir, os oes angen, er mwyn gwneud gwaith adeiladu a chynnal a chadw ar y prosiect arfaethedig.

Cyn gwneud cais am ganiatâd, mae angen yr ymgynghoriad hwn. Mae'r ymgynghoriad ar agor rhwng **5 Hydref 2016 ac 16 Rhagfyr 2016** ac mae'n rhaid i ni dderbyn yr holl ymateb yn ystod y cyfnod hwn. Mae'n debygol mai hwn fydd yr ymgynghoriad olaf ar y cysylltiad cyfan, felly hoffem eich annog i gymryd rhan.

Rydym yn ymgynghori hefyd ar effeithiau amgylcheddol posibl ein cynlluniau ac a oes gan ymgyngoreion awgrymiadau ar gyfer lleihau'r effeithiau hyn (er enghraifft, trwy gymryd camau lliniaru). Cyflwynir yr wybodaeth hon yn yr Adroddiad Gwybodaeth Amgylcheddol Ragarweiniol (PEIR).

Amgawen gopi o gylchlythyr diweddaraf y prosiect. Mae rhagor o ddogfennau sy'n ymwneud â'r ymgynghoriad hwn, yn cynnwys y PEIR, i'w gweld ar wefan y prosiect ynghyd â llawer o luniau, ffilmiau a rhagor o wybodaeth ategol. Mae copïau digidol i'w cael ar gof bach USB os gofynnwch amdanynt. Mae copïau cyfeirio o'r dogfennau ar gael ar bapur mewn llyfrgelloedd a chanolfannau dinesig ledled ardal y prosiect – mae rhestr o'r canolfannau hyn ar ein gwefan. Rydym yn cynnal cyfres o ddogfenniadau ymgynghori cyhoeddus ledled ardal y prosiect hefyd. Fe ddanfônir set lawn o'r dogfennau hyn ar bapur atoch ar wahân.

Mae prosiect Cysylltiad Gogledd Cymru yn "ddatblygiad AEA" at ddibenion y Rheoliadau AEA. O dan Reoliad 11, mae'n ofynnol i National Grid anfon copi at eich sefydliad o'r hysbysiad a gyhoeddir yn unol ag Adran 48 o'r Ddeddf, ac amgaeir hwn.

Gofynnir i chi ymateb i'r ymgynghoriad gan ddefnyddio'r ffurflen ymateb, trwy neges ebost neu trwy ysgrifennu i'n cyfeiriad rhadbost (uchod) **erbyn 16 Rhagfyr 2016**. Mae'r ffurflenni ymateb ar gael ar wefan y prosiect neu gallwch ofyn i ni am gopi (manyllion cysylltu uchod). Os credwch fod newidiadau y dylai National Grid eu gwneud i'r cynlluniau, gofynnir i chi ddweud wrthym gan nodi pam. Bydd National Grid yn adolygu'r cynlluniau yng ngoleuni'r ymateb a gawn ac yn ystyried a oes angen newidiadau i leihau'r effeithiau ar gymunedau a'r ardal leol.

Os bydd arnoch angen rhagor o wybodaeth neu os hoffech gyfarfod â ni i drafod ein cynlluniau'n fwy manwl, mae croeso i chi gysylltu â'n Tim Cysylltiadau Cymunedol gan ddefnyddio'r manyllion uchod.

Yn gywir,



Uwch Reolwr y Prosiect

Adran 48, Deddf Cynllunio 2008 (fel y'i diwygiwyd)**Rheoliad 4, Rheoliadau Cynllunio Seilwaith (Ceisiadau: Ffurflenni a Gweithdrefn Ragnodedig) 2009**

Rhybudd ynghylch y cais arfaethedig am orchymyn caniatâd datblygu (DCO) i adeiladu Prosiect Cysylltiad Gogledd Cymru

- Cyflwynir rhybudd trwy hyn bod National Grid Electricity Transmission Limited (National Grid) o 1 – 3 Strand, Llundain WC2N 5EH yn bwriadu gwneud cais i'r Ysgrifennydd Gwladol ar dros Fusnes, Ynni a Strategaeth Ddiwydiannol o dan Adran 37 Deddf Cynllunio 2008 (fel y'i diwygiwyd) am orchymyn caniatâd datblygu (DCO) i awdurdodi Prosiect Cysylltiad Gogledd Cymru.
- Bydd y prosiect arfaethedig yn cysylltu atomfa arfaethedig Wylfa Newydd â'r rhydwyaith trawsyrro cenedlaethol presennol drwy gyfrwng cyswllt 400kV newydd yn rheseg o is-orsaf bresennol yr Wylfa i'r is-orsaf bresennol ym Mhentir, Gwynedd. Mae'n fwrriad creu'r cyswllt drwy gyfrwng llinell uwch ben a thwnnel o dan yr Afon Menai.
- Bydd y darn lle mae'r llinell uwch ben yn cynnwys yr elfennau a ganlyn:
adeiladu tua 30 cilometr (18.5 milltir) o linell uwch ben ym Môn a Gwynedd, rhwng is-orsaf yr Wylfa ac is-orsaf Pentir a mân newidiadau i'r llinell uwch ben 400kV bresennol;
compownd pennau selio ac adeilad pen twnnel ar tua dwy erw o dir yn ardal Braint; a
chompownd pennau selio ac adeilad pen twnnel ar tua dwy erw o dir yn ardal Tŷ Foddol
Mae angen compowndiau pennau selio er mwyn newid y cysylltiad uwch ben yn gysylltiad tanddaear a chodir adeiladau pen twnnel uwchben siaffiau fertigol y twnnel i ddal offer ac i ddarparu mynediad parhaol i wneud gwaith cynnal a chadw.
- Bydd adran y twnnel yn cynnwys oddeutu 4 cilometr (2.5 milltir) o dwnnel yn rheseg rhwng y ddau adeilad pen twnnel arfaethedig.
- Estyniad oddeutu 1 erw i'r is-orsaf bresennol yn yr Wylfa, i ddarparu ar gyfer offer newydd sydd ei angen.
- Estyniad oddeutu 7 erw i'r is-orsaf bresennol ym Mhentir, i ddarparu ar gyfer offer newydd sydd ei angen.
- Bydd y cais arfaethedig yn cynnwys gwaith gofynnol arall, er enghraifft, ffyrdd mynediad dros dro, gwaith priffyrdd, compowndiau gwaith dros dro, safleoedd gwaith a gwaith ategol.
- Mae'r Rhybudd hwn yn ymwneud â'r datblygiad y mae'r cais yn cael ei gynni mewn perthynas ag ef, fel y disgrifir uchod.

- Hefyd, bydd y cais arfaethedig yn ceisio awdurdodi pryniant gorfodol y tir a'r buddiannau yn y tir a'r hawliau arno, trechu hawddfreintiau a hawliau eraill, defnydd dros dro o'r tir, a phwerau ategol eraill.
- Mae'r datblygiad yn ddatblygiad sy'n cael ei gyfrif fel datblygiad Asesu Effeithiau Amgylcheddol fel y'i diffiniwyd yn y Rheoliadau Cynllunio Seilwaith (Asesu Effeithiau Amgylcheddol) 2009, fel y'u diwygiwyd. Felly bydd Datganiad Amgylcheddol yn cyd-fynd â'r cais arfaethedig, ac yn cynnwys gwytodaeth amgylcheddol.
- Bydd y dogfennau, y planiau a'r mapiau sy'n dangos natur a lleoliad y datblygiad arfaethedig, gan gynnwys y wybodaeth amgylcheddol ragarweiniol, ar gael i'w lawrwytho o 05 Hydref 2016 ymlaen yn www.cysylltiadgogleddcymru.com. Bydd copïau cyfeirio ar gael i'w gweld am ddim o 05 Hydref 2016 i 16 Rhagfyr 2016 mewn lleoliadau yng nghyffiniau'r Prosiect gydol ein hymyngghoriad. Nodir y cyfeiriadau a'r amseroedd agor gyferbyn.
- Bydd copïau o'r dogfennau, y planiau, y mapiau a'r wybodaeth amgylcheddol ragarweiniol ar gael am ddim gan National Grid ar gof bach USB. Bydd ceisiadau am gopïau caled yn cael eu hadolygu fesul achos. Efallai y bydd tâl copïo rhesymol yn cael ei godi (hyd at uchafswm o £500 ar gyfer un casgliad llawn o ddogfennau), i'w dalu gan y derbynydd.
- Dylid anfon pob ymateb i'r ymgyngghoriad hwn drwy e-bost at nationalgrid@cysylltiadgogleddcymru.com neu drwy'r post i FREEPOST NATIONAL GRID NW CONNECTION. Gellir llenwi ffurflenni ymateb hefyd yn www.cysylltiadgogleddcymru.com
- Rhaid** i National Grid dderbyn yr holl ymatebion erbyn 16 Rhagfyr 2016 er mwyn sicrhau eu bod yn cael eu hystyried. Mae'n debygol y bydd yr ymatebion yn cael eu gwneud yn gyhoeddus ond bydd manylion cyswllt/personol yn cael eu golygu.
- Wrth benderfynu ar ffurf derfynol y cais arfaethedig am orchymyn caniatâd datblygu ar gyfer y prosiect arfaethedig, byddwn yn ystyried unrhyw ymateb i'r cyhoedduswydd hwn neu'r ymgyngghoriad a dderbynnir cyn y dyddiad cau penodol.
- Efallai y bydd yn ofynnol i ni sicrhau bod copïau o'r sylwadau ar gael i'r Ysgrifennydd Gwladol. Fodd bynnag, byddwn yn gofyn i fanylion personol beidio â chael eu nodi yn y cofnod cyhoeddus. Bydd manylion personol yn cael eu cadw'n ddiogel yn unol â Deddf Diogelu Data 1998 ac yn cael eu defnyddio mewn cysylltiad â'r broses ymgyngghori a datblygiad y prosiect hwn yn unig. Ni fyddant yn cael eu datgelu i unrhyw drydydd partion, ac eithrio fel y nodir uchod.

Lleoliad	Amseroedd agor
Ynys Môn	
Llyfrgell Amlwch Lôn Parys, Amlwch, Ynys Môn, LL68 9AB	Dydd Mawrth: 9:30am-12:30pm, 2pm-5pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 2pm-7pm, Dydd Gwener: 9:30am-12:30pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Biwmares Canolfan Gymuned David Hughes, Biwmares, Ynys Môn, LL58 8AL	Dydd Llun: 4pm-7pm, Dydd Mercher: 10am-1pm, Dydd Iau: 10am-1pm, Dydd Gwener: 10am-1pm, 2pm-5pm, Dydd Sadwrn: 10am-12pm
Llyfrgell Benllech Ffordd Bangor, Benllech, Ynys Môn, LL74 8TF	Dydd Llun: 5pm-7pm, Dydd Mawrth: 2pm-5pm, Dydd Mercher: 10am-12pm, 2pm-4pm, Dydd Gwener: 2pm-7pm, Dydd Sadwrn: 10am-12:30pm
Llyfrgell Cemaes Ffordd Glascoed, Lôn Glascoed, Cemaes, Ynys Môn, LL67 0HN	Dydd Llun: 2pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Gwener: 2pm-6pm
Llyfrgell Caerbybi Newry Fields, Caerbybi, Ynys Môn, LL65 1LA	Dydd Llun: 9:30am-6pm, Dydd Mawrth: 9:30am-6pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-6pm, Dydd Gwener: 9:30am-6pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Llangefni Lôn y Felin, Llangefni, Anglesey, LL77 7RT	Dydd Llun: 9am-7pm, Dydd Mawrth: 9am-5pm, Dydd Mercher: 9am-1pm, Dydd Iau: 9am-6pm, Dydd Gwener: 9am-7pm, Dydd Sadwrn: 9.30am-12:30pm
Llyfrgell Porthaethwy Ffordd y Ffair, Porthaethwy, Ynys Môn, LL59 5AS	Dydd Mawrth: 1pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 1pm-6pm, Dydd Gwener: 1pm-5pm, Dydd Sadwrn: 9:30am-12:30pm
Canolfan Busnes Môn Parc Busnes Bryn Cefni, Llangefni, Ynys Môn, LL77 7XA	Dydd Llun: 8.30am-5pm, Dydd Mawrth: 8.30am-5pm, Dydd Mercher: 8.30am-5pm, Dydd Iau: 8.30am-5pm, Dydd Gwener: 8.30am-5pm
Prif swyddfa Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangefni, Ynys Môn, LL77 7TW	Dydd Llun: 8.45am-5pm, Dydd Mawrth: 8.45am-5pm, Dydd Mercher: 8.45am-5pm, Dydd Iau: 8.45am-5pm, Dydd Gwener: 8.45am-5pm
Gwasanaeth Cynllunio Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangefni, Ynys Môn, LL77 7TW	Dydd Llun: 8.45am-5pm, Dydd Mawrth: 8.45am-5pm, Dydd Mercher: 8.45am-5pm, Dydd Iau: 8.45am-5pm, Dydd Gwener: 8.45am-5pm
Gwynedd	
Llyfrgell Bangor Ffordd Gwynedd, LL57 1DT	Dydd Llun: 9:30am-7pm, Dydd Mawrth: 9:30am-7pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-7pm, Dydd Gwener: 9:30am-7pm, Dydd Sadwrn: 9:30am-1pm
Llyfrgell Caernarfon Allt Pafiliwn, Caernarfon, LL55 1AS	Dydd Llun: 9:30am-7pm, Dydd Mawrth: 9:30am-7pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-7pm, Dydd Gwener: 9:30am-7pm, Dydd Sadwrn: 9:30am-1pm
Siop Gwynedd Prif Swyddfa Cyngor Gwynedd, Stryd y Castell, Caernarfon, Gwynedd, LL55 1SE	Dydd Llun: 8.40am-5pm, Dydd Mawrth: 8.40am-5pm, Dydd Mercher: 8.40am-5pm, Dydd Iau: 8.40am-5pm, Dydd Gwener: 8.40am-5pm

National Grid Electricity Transmission plc – North Wales Connection Project**Section 48, Planning Act 2008 (as amended)****Regulation 4, The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009**

Notice of the proposed application for a development consent order (DCO) to construct the North Wales Connection Project

- Notice is hereby given that National Grid Electricity Transmission Limited (National Grid) of 1 – 3 Strand, London WC2N 5EH intends to apply to the Secretary of State for Business, Energy and Industrial Strategy under Section 37 of the Planning Act 2008 (as amended) for a development consent order (DCO) to authorise the North Wales Connection Project.
- The proposed project is to connect the proposed Wylfa Newydd nuclear power station to the existing national transmission network by means of a new 400 kV connection running from the existing substation at Wylfa to the existing substation at Pentir, Gwynedd. The connection is proposed to be constructed by means of both overhead line and a tunnel beneath the Menai Strait.
- The overhead line section will incorporate the following proposed elements:
construction of approximately 30 kilometres (18.5 miles) of overhead line in Anglesey and Gwynedd, between Wylfa substation and Pentir substation and small changes to the existing 400 kV overhead line;
a circa 2 acre sealing end compound and tunnel head house at Braint; and a circa 2 acre sealing end compound and tunnel head house situated at Tŷ Foddol
Sealing end compounds are required to change the connection from overhead to underground and tunnel head houses are built on the top of the vertical tunnel shafts to provide permanent access for maintenance and house equipment.
- The tunnel section will consist of around 4 kilometres (2.5 miles) of tunnel running between the two proposed tunnel head houses.
- A circa 1 acre extension to the existing substation at Wylfa, needed to accommodate new equipment.
- A circa 7 acre extension to the existing substation at Pentir, needed to accommodate new equipment.
- The proposed application will include other required works, for example, temporary access roads, highway works, temporary works compounds, work sites and ancillary works.
- This Notice relates to the development in respect of which the application is proposed as described above.

- The proposed application will also seek authorisation for the compulsory acquisition of land and interests in and rights over land, over-riding easements and other rights, the temporary use of land, and other ancillary powers.
- The development is an Environmental Impact Assessment (Environmental Impact Assessment) Regulations 2009, as amended. The proposed application will therefore be accompanied by an Environmental Statement containing environmental information.
- The documents, plans and maps showing the nature and location of the proposed development, including the preliminary environmental information, will be available to download from 05 October 2016 on www.northwalesconnection.com. Reference copies will be available to view free of charge from 05 October 2016 to 16 December 2016 at locations in the vicinity of the Project for the duration of our consultation. Addresses and opening times are provided opposite.
- Copies of the documents, plans, maps and preliminary environmental information can be obtained 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.
- Responses to this consultation should be sent by email to nationalgrid@northwalesconnection.com or by post to FREEPOST NATIONAL GRID NW CONNECTION. Feedback forms can also be completed at www.northwalesconnection.com
- National Grid **must** receive all responses by 16 December 2016 to ensure their consideration. Please note that responses are likely to be made public, but that contact/personal details will be redacted.
- When deciding on the final form of the proposed application for a development consent order for the proposed project, we will take into account any response to this publicity or the consultation that is received before the specified deadline.
- We may be required to make copies of representations available to the Secretary of State. We will, however, request that personal details are not placed on the public record. Personal details will be held securely in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and the development of this project and, except as noted above, will not be disclosed to any third parties.

Location	Opening times
Anglesey	
Amlwch Library Lôn Parys, Amlwch, Anglesey, LL68 9AB	Tuesday: 9:30am–12:30pm and 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 and 2pm–5pm, Saturday: 10am–12pm
Benllech Library Bangor Road, Benllech, Anglesey, LL74 8TF	Monday: 5pm–7pm, Tuesday: 2pm–5pm, Wednesday: 10am–12pm and 2pm–4pm, Friday: 2pm–7pm, Saturday: 10am–12:30pm
Cemaes Library Glascoed Road, Cemaes Bay, 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: 9.30am–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, 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 offices Isle of Anglesey County Council, Council Offices, Llangefni, Anglesey, LL17 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 , Isle of Anglesey County Council, Council Offices, Llangefni, Anglesey, LL17 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

6.2.18

Appendix 18

Stage Three Consultation Section 44 Letter to PILs

National Grid
National Grid House
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA

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PWYSIG: MAE'R NEGES HON YN EFFEITHIO AR EICH EIDDO CHI

National Grid: Prosiect Cysylltiad Gogledd Cymru

Hysbysiad am Ymgynghoriad Statudol o dan Adrannau 42, 44 a 47 o Ddeddf Cynllunio 2008

[REDACTED]

03/10/2016

Annwyl [REDACTED]

Prosiect Cysylltiad Gogledd Cymru – cysylltu ynni niwclear newydd a gynhyrchir yn Wylfa Newydd

Hysbysiad am Ymgynghoriad Statudol o dan Adrannau 42, 44 a 47 o Ddeddf Cynllunio 2008

Rydym yn ysgrifennu i'ch hysbysu o ddechreuad yr ymgynghoriad statudol ar gyfer Prosiect Cysylltiad Gogledd Cymru National Grid o dan Ddeddf Cynllunio 2008 ('y Ddeddf').

Rydym yn cysylltu â chi, yn unol ag Adrannau 42, 44 a 47 o'r Ddeddf, gan ein bod yn credu bod gennych chi fuddiant mewn tir y gall y cynlluniau hyn effeithio arno. Os ydych wedi trefnu i asiant tir weithredu ar eich rhan, rydym wedi ysgrifennu at eich asiant tir hefyd gan amgáu copi o'r llythyr hwn.

Mae National Grid yn bwriadu adeiladu cysylltiad newydd ar gyfer atomfa newydd arfaethedig Pŵer Niwclear Horizon, Wylfa Newydd. Yn dilyn gwaith asesu ac ymgynghori anffurfiol a wnaed eisoes, mae National Grid yn cyflwyno dyluniad manwl sy'n cynnwys:

- llinell newydd o beilonau, yn cydreded yn fras â'r llinell bresennol o beilonau ar draws Môn a gogledd Gwynedd
- twnnel o dan Afon Menai, gydag offer cysylltiedig yn cynnwys adeiladau pen twnnel a chompowndiau pennau selio
- estyniadau i'r is-orsafoedd presennol yn yr Wylfa a Phentir

Yn ogystal, mae National Grid yn rhoi gwybodaeth am ei gynlluniau adeiladu a'i gynlluniau mynediad a fydd yn mynd gyda'r gwaith hwn.

Amgaeaf gylchlythyr y Prosiect sy'n esbonio'r cynlluniau, ac yn dweud lle cewch ragor o wybodaeth a sut i gymryd rhan yn yr ymgynghoriad. Bydd yr ymgynghoriad yn rhedeg rhwng **5 Hydref 2016 ac 16 Rhagfyr 2016** ac mae'n rhaid i ni dderbyn yr holl ymateb yn ystod y cyfnod hwn.

Bydd National Grid yn adolygu'r cynlluniau yng ngoleuni'r ymateb a dderbynnir yn ystod y cyfnod ymgynghori a bydd yn ystyried a oes angen newidiadau i'r cynlluniau cyn gwneud cais am ganiatâd datblygu.

Fel rhan o'r ymgynghoriad, mae National Grid yn cynnal digwyddiadau ledled yr ardal lle cewch gyfarfod â chynrychiolwyr National Grid a gofyn cwestiynau iddynt. Mae National Grid wedi rhoi cyhoedduswydd i'r ymgynghoriad trwy hysbysiad yn y wasg leol a chenedlaethol hefyd, yn unol ag

Adran 48 o'r Ddeddf. Amgaeir copi o'r hysbysiad gyda'r llythyr hwn ac mae'n nodi lle a sut y gellir gweld dogfennau'r ymgynghoriad.

Ar hyn o bryd, disgwylir mai'r ymgynghoriad hwn fydd yr ymgynghoriad olaf ar y cysylltiad cyfan cyn i National Grid gyflwyno'i gais am ganiatâd i'r Arolygiaeth Gynllunio, sef y corff sy'n ystyried ceisiadau am brosiectau seilwaith o arwyddocâd cenedlaethol. Llywodraeth y Deyrnas Unedig fydd yn gwneud y penderfyniad terfynol.

Beth y mae angen i chi ei wneud yn awr

Bydd yr ymgynghoriad yn rhedeg rhwng **5 Hydref 2016 ac 16 Rhagfyr 2016** ac mae'n rhaid i'r holl ymateb gael ei gyflwyno yn ystod y cyfnod hwn. Gellir gwneud hyn mewn sawl ffordd:

- Llenwi ffurflen ymateb ar wefan y prosiect, www.cysylltiadgogleddcymru.com
- Cysylltu â'n Tîm Cysylltiadau Cymunedol a all bostio ffurflen ymateb atoch (0800 990 3567)
- Cymeryd neu lenwi ffurflen ymateb yn un o'n digwyddiadau (manyllion isod)
- Anfon neges ebost atom yn nationalgrid@cysylltiadgogleddcymru.com
- Ysgrifennu atom yn FREEPOST NATIONAL GRID NW CONNECTION.

Bydd National Grid yn ystyried yr holl sylwadau a dderbyniant ynghylch y cynlluniau. Gall eich ymateb chi ddylanwadu ar y cynlluniau terfynol cyn i National Grid wneud ei gais i'r Arolygiaeth Gynllunio. Felly, hoffem eich annog i gymryd rhan a chyflwyno'ch sylwadau. Byddwch mor fanwl ag y gallwch. Os oes rhywbeth y credwch y dylem ei wneud, dywedwch pam.

Hoffem gael eich barn hefyd ar yr asesiadau a'r wybodaeth amgylcheddol yr ydym yn ei chyflwyno. Mae'r wybodaeth hon ar gael yn yr Adroddiad Gwybodaeth Amgylcheddol Ragarweiniol (PEIR) sydd ar gael ar-lein, yn ein harddangosfeydd, yn y manau gwybodaeth a nodwyd neu trwy ofyn amdano. Rydym hefyd yn croesawu sylwadau am unrhyw agwedd arall ar y prosiect.

Dyma'r digwyddiadau a gynhelir:

Lleoliad	Dyddiad	Amser
DIGWYDDIADAU CYMUNEDOL		
Neuadd Bentref Talwrn, LL77 7ST	Dydd Mercher 26 Hydref	1.30pm-7.30pm
Ysgol Llanfairpwll, Ffordd Caergybi, LL61 5TX	Dydd Gwener 28 Hydref	1.30pm-7.30pm
Gwesty Tre-Ysgawen, Capel Coch, LL77 7UR	Dydd Gwener 04 Tachwedd	1.30pm-7.30pm
Neuadd Gymuned Ysgol Rhosybol, LL68 9PP	Dydd Sadwrn 05 Tachwedd	10am-4pm
Ysgol Gymuned Llanfechell, LL68 0SA	Dydd Sadwrn 12 Tachwedd	10am-4pm
Neuadd y Penrhyn, Tan y Fynwent, Bangor, LL57 1NW	Dydd Mawrth 15 Tachwedd	1.30pm-7.30pm
DIGWYDDIADAU CERBYD		
Maes parcio Lon Glascoed, Cemaes, LL67 0HN	Dydd Iau 27 Hydref	12pm-2.30pm
Maes parcio Llys Menai, Ffordd y Ffair, Porthaethwy, LL59 5QW	Dydd Sadwrn 29 Hydref	12pm-2.30pm
Maes parcio Caffi Stesion y Llan, Llannerch-y-medd, LL71 8EU	Dydd Mawrth 01 Tachwedd	12pm-2.30pm

Maes parcio Lon y Felin, Llangefni, LL77 7RT	Dydd Iau 03 Tachwedd	12pm-2.30pm
Tŷ Menai, Lleoliad Busnes Parc Menai, LL57 4HJ	Dydd Mawrth 08 Tachwedd	11am-1pm
Maes parcio Pringles, Llanfairpwll, LL61 5UJ	Dydd Mawrth 08 Tachwedd	2.30pm-4.30pm
Maes parcio'r Co-op, Amlwch, LL68 9AL	Dydd Mercher 09 Tachwedd	12pm-2.30pm
Maes parcio Lon y Felin, Llangefni, LL77 7RT	Dydd Iau 10 Tachwedd	12pm-2.30pm
Maes parcio Tesco Extra, Bangor, LL57 4SU	Dydd Gwener 11 Tachwedd	12pm-2pm
GWIB-DDIGWYDDIADAU		
Pontio, Prifysgol Bangor, LL57 2TQ	Dydd Mercher 02 Tachwedd	2pm-4.30pm
Galeri Caernarfon, Doc Fictoria, LL55 1SQ	Dydd Mercher 09 Tachwedd	5.30pm-7.30pm
Canolfan Hamdden David Hughes, Porthaethwy, LL59 5SS	Dydd Iau 10 Tachwedd	5pm-7.30pm
Canolfan Hamdden Plas Arthur, Llangefni, LL77 7QX	Dydd Gwener 11 Tachwedd	4pm-6.30pm

Rydym yn awyddus iawn i drafod y cynlluniau gyda chi yn bersonol yn un o'r digwyddiadau neu, fel arall, i gwrdd â chi mewn lle ac ar amser sy'n gyfleus i chi. Yn y cyfamser, os bydd gennych ryw gwestiwn, mae croeso i chi gysylltu â ni ar y rhif [REDACTED].

Diolch am roi'ch sylw i'r mater ac edrychwn ymlaen at gael cyfarfod â chi cyn hir.

Yn gywir



Senior Surveyor
Uwch Syrfêwr
North Wales Connection
Cysylltiad Gogledd Cymru

IMPORTANT: THIS COMMUNICATION AFFECTS YOUR PROPERTY

National Grid: North Wales Connection Project

Statutory Consultation Notice under Sections 42, 44 and 47 of the Planning Act 2008

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

03/10/2016

Dear [REDACTED]

North Wales Connection Project – connecting new nuclear generation at Wylfa Newydd

Statutory Consultation Notification under Sections 42, 44 and 47 of the Planning Act 2008

We are writing to inform you of the start of the statutory consultation for the proposed National Grid North Wales Connection Project under the Planning Act 2008 ('the Act').

We are contacting you, in accordance with Sections 42, 44 and 47 of the Act, because we believe that you have an interest in land that may be affected by these proposals. If you have instructed a land agent to act on your behalf, we have also written to your land agent enclosing a copy of this letter.

National Grid is proposing to build a new connection for Horizon Nuclear Power's proposed Wylfa Newydd nuclear power station. Following previous appraisal and informal consultation carried out to date, National Grid is proposing a detailed design which includes:

- a new line of pylons, broadly parallel to an existing pylon line across Anglesey and North Gwynedd
- a tunnel under the Menai Strait and the related equipment including tunnel head houses and sealing end compounds
- extensions to existing substations at Wylfa and Pentir

National Grid is also providing information on its construction and access plans to support these works.

Please find enclosed a Project Newsletter explaining the proposals, where you can find out further information, and how to take part in the consultation. The consultation will run from **5 October 2016 to 16 December 2016** and all feedback must be received during this time.

National Grid will review the proposals in light of the feedback received during the consultation period and will consider if changes to the proposals are needed prior to making an application for development consent.

As part of the consultation National Grid is holding events throughout the area where you can meet representatives from National Grid to ask any questions you may have. National Grid has also publicised the consultation through a notice in local and national press, in accordance with Section 48 of the Act. A copy of the notice is enclosed with this letter and sets out where and how consultation documents can be viewed.

This consultation is currently anticipated to be the last consultation on the whole connection before National Grid submits its application for consent to the Planning Inspectorate, the body that considers applications for nationally significant infrastructure projects. A final decision will be taken by the UK Government.

What you need to do now

The consultation period runs from **5th October 2016 to 16th December 2016** and all feedback must be submitted during this time. This can be done in a number of ways:

- Complete a feedback form on the project website at www.northwalesconnection.com
- Contact our Community Relations Team who can post you a feedback form (0800 990 3567)
- Pick up or fill in a feedback form at an event (see below for details)
- Email us at nationalgrid@northwalesconnection.com
- Write to FREEPOST NATIONAL GRID NW CONNECTION.

National Grid will consider all comments received relating to the proposals. Your feedback can influence the final proposals before National Grid makes its application to the Planning Inspectorate. So we would encourage you to take part and submit your comments. Please give us as much detail as you can. If there are things you think we should do, let us know why.

We would also like your views on the environmental assessments and information which we are presenting. This information is detailed in the Preliminary Environmental Information Report, which is available online, at our exhibitions, at the specified deposit locations or on request. Comments on any other aspect of the project are also welcome.

Events taking place are as follows:

Venue	Date	Time
COMMUNITY EVENTS		
Talwrn Village Hall, LL77 7ST	Wednesday 26 October	1.30pm-7.30pm
Llanfairpwll Primary School, Ffordd Caergybi, LL61 5TX	Friday 28 October	1.30pm-7.30pm
Tre-Ysgawen Hall, Capel Coch, LL77 7UR	Friday 04 November	1.30pm-7.30pm
Rhosybol School Community Hall LL68 9PP	Saturday 05 November	10am-4pm
Llanfechell Community School, LL68 0SA	Saturday 12 November	10am-4pm
Penrhyn Hall, Tan y Fynwent, Bangor, LL57 1NW	Tuesday 15 November	1.30pm-7.30pm
VEHICLE EVENTS		
Glascoed Road car park, Cemaes, LL67 0HN	Thursday 27 October	12pm-2.30pm
Llys Menai car park, Wood Street, Menai Bridge, LL59 5QW	Saturday 29 October	12pm-2.30pm

Stesion y Llan Cafe car park, Llanerchymedd, LL71 8EU	Tuesday 01 November	12pm-2.30pm
Mill Street car park, Llangefni LL77 7RT	Thursday 03 November	12pm-2.30pm
Tŷ Menai, Parc Menai Business Park, LL57 4HJ	Tuesday 08 November	11am-1pm
Pringles car park, Llanfairpwll, LL61 5UJ	Tuesday 08 November	2.30pm-4.30pm
Co-op car park, Amlwch, LL68 9AL	Wednesday 09 November	12pm-2.30pm
Mill Street car park, Llangefni, LL77 7RT	Thursday 10 November	12pm-2.30pm
Tesco Extra car park, Bangor, LL57 4SU	Friday 11 November	12pm-2pm
POP UP EVENTS		
Pontio, Bangor University, LL57 2TQ	Wednesday 02 November	2pm-4.30pm
Galeri Caernarfon, Doc Fictoria, LL55 1SQ	Wednesday 09 November	5.30pm-7.30pm
David Hughes Leisure Centre, Menai Bridge, LL59 5SS	Thursday 10 November	5pm-7.30pm
Plas Arthur Leisure Centre, Llangefni, LL77 7QX	Friday 11 November	4pm-6.30pm

We are very keen to discuss the proposals with you personally at one of the events or, alternatively, to meet with you at a time and place convenient to you. In the meantime, if you have any questions, please contact us on [REDACTED].

Thank you for your attention to this matter, we look forward to hearing from you soon.

Yours sincerely

[REDACTED]

[REDACTED]
Senior Surveyor
North Wales Connection

6.2.19

Appendix 19

Stage Three Consultation Section 46 Notice to PINS

National Grid
National Grid House
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA

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██████████
Infrastructure Planning Lead
Major Applications and Plans Directorate
The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN

Date: 3 October 2016

Dear ██████████,

**National Grid North Wales Connection Project
National Grid Electricity Transmission plc ('National Grid')
Notification under section 46 of the Planning Act 2008**

The purpose of this letter is to advise you 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.

In accordance with section 46 of the Act, National Grid hereby supplies the Secretary of State with the same information being supplied to consultees under section 42, and encloses a USB memory stick containing the following documents:

Consultation materials:

Document Navigation Booklet
Project News
Overview document
Questions and Answers
Feedback Form

Reports:

Preferred Route Option Selection Report
Draft Route Alignment Report
Menai Strait Crossing Report
Preliminary Environmental Information Report (PEIR)
Strategic Options Report 2015, and Update 2016
Project Need Case 2016

Project Glossary

Statement of Community Consultation (SoCC)

Route drive films

Plans:

Work Plans
Land Plans
Land Affected Plans
Crown and Special Category Land Plans
Access and Rights of Way Plans
Sites or Features of Nature Conservation, Habitats and Water Bodies Plans
Sites or Features of Historic Environment Plans
Other Environmental Features Plans
Trees and Hedges Potentially Affected Plans
Design Plans
Consultation Plans
A guide to the plans

Information about the proposals can also be found on the project website at **www.northwalesconnection.com**.

Following consultation with relevant local authorities, National Grid has updated its Statement of Community Consultation. As required by section 47 of the Act, notice of this is being published in relevant newspapers. [A copy of this notice is enclosed.]

National Grid will publish a notice in both local and national newspapers as required under section 48 of the Act to publicise the proposed application. [A copy of this notice is enclosed.]

It is expected that the application for the proposed development will be submitted to the Planning Inspectorate in autumn 2017, following consideration of the consultation responses.

I would be grateful if you could confirm receipt of this notification and the enclosed documents. Should you have any further queries or require any additional information please do not hesitate in contacting me.

Yours sincerely,

p.p.



Senior Consents Officer

Enclosed documents

Electronically (USB memory stick):

Consultation materials:

- Document Navigation Booklet
- Project News
- Overview document
- Questions and Answers
- Feedback Form

Reports:

- Preferred Route Option Selection Report
- Draft Route Alignment Report
- Menai Strait Crossing Report
- Preliminary Environmental Information Report (PEIR)
- Strategic Options Report 2015, and Update 2016
- Project Need Case 2016

Project Glossary

Statement of Community Consultation (SoCC)

Route drive films

Plans:

- Work Plans
- Land Plans
- Land Affected Plans
- Crown and Special Category Land Plans
- Access and Rights of Way Plans
- Sites or Features of Nature Conservation, Habitats and Water Bodies Plans
- Sites or Features of Historic Environment Plans
- Other Environmental Features Plans
- Trees and Hedges Potentially Affected Plans
- Design Plans
- Consultation Plans
- A guide to the plans

Hard copy:

S48 notice

Statement of Community Consultation notice (S47 notice)

Infrastructure Planning Lead
Major Applications and Plans Directorate
The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN

Dyddiad: 3 Hydref 2016

Annwyl [REDACTED],

**Prosiect Cysylltiad Gogledd Cymru National Grid
National Grid Electricity Transmission PLC ('National Grid')
Hysbysiad o dan adran 46 o Ddeddf Cynllunio 2008**

Diben y llythyr hwn yw'ch hysbysu bod National Grid yn bwriadu dechrau ymgynghori yn unol ag adran 42 ac adran 47 o Ddeddf Cynllunio 2008 (y Ddeddf) ar **5 Hydref 2016** ynglŷn â'i gais arfaethedig am Orchymyn Caniatâd Datblygu.

Yn unol ag adran 46 o'r Ddeddf, mae National Grid trwy hyn yn rhoi yr un wybodaeth i'r Ysgrifennydd Gwladol ag a roddir i ymgynghoreion o dan adran 42, ac mae'n amgáu cof bach USB sy'n cynnwys y dogfennau a ganlyn:

Deunyddiau'r ymgynghoriad:

Llyfryn i'ch Arwain trwy'n Dogfennau
Newyddion y Prosiect
Trosolwg
Cwestiynau ac Atebion
Ffurflen Ymateb

Adroddiadau:

Preferred Route Option Selection Report
Draft Route Alignment Report
Menai Strait Crossing Report
Adroddiad Gwybodaeth Amgylcheddol
Ragarweiniol (PEIR)
Strategic Options Report 2015, a Diweddariad
2016
Project Need Case 2016

Geirfa'r Prosiect

Datganiad Ymgynghori Cymunedol (SoCC)

Ffilmiau gyrru trwodd

Planiau:

Planiau Gwaith
Planiau Tir
Plan o'r Tir yr Effeithir Arno
Plan o Diroedd y Goron a Thiroedd Categoriâu
Arbennig
Planiau Mynediad a Hawliau Tramwy
Planiau o Safleoedd neu Nodweddion ym
Maes Gwarchod Natur, Cynefinoedd a Chyrff
Dŵr
Planiau o Safleoedd neu Nodweddion sydd o
Ddiddordeb Hanesyddol
Planiau Nodweddion Amgylcheddol Eraill
Plan o'r Coed a'r Gwrychoedd y Gallai'r
Cynllun Effeithio Arnynt
Plan Dylunio
Planiau Ymgynghori
Canllaw i'r planiau

Mae gwybodaeth am y cynlluniau i'w gweld ar wefan y prosiect: www.cysylltiadgogleddcymru.com.

Ar ôl ymgynghori â'r awdurdodau lleol perthnasol, mae National Grid wedi diweddarau ei Ddatganiad Ymgynghori Cymunedol. Yn ôl gofynion adran 47 o'r Ddeddf, cyhoeddir hysbysiad am hyn mewn papurau newydd perthnasol. [Amgaeir copi o'r hysbysiad hwn.]

Bydd National Grid yn cyhoeddi hysbysiad mewn papurau lleol a chenedlaethol yn unol â gofynion adran 48 o'r Ddeddf er mwyn rhoi cyhoeddusrwydd i'r cais arfaethedig. [Amgaeir copi o'r hysbysiad hwn.]

Disgwylir y bydd y cais am y datblygiad arfaethedig yn cael ei gyflwyno i'r Arolygiaeth Gynllunio yn yr hydref 2017, ar ôl ystyried yr ymatebion i'r ymgynghoriad.

Byddwn yn ddiolchgar pe gallech gadarnhau'ch bod wedi derbyn yr hysbysiad hwn a'r dogfennau amgaeedig. Os bydd gennych ragor o gwestiynau neu os bydd arnoch angen rhagor o wybodaeth, mae croeso i chi gysylltu â mi.

Yn gywir,

p.p. [REDACTED]

[REDACTED]
Uwch Swyddog Caniatadau

Dogfennau a amgaeir

Trwy gyfrwng electronig (cof bach USB):

Deunyddiau'r ymgynghoriad:

Llyfryn i'ch Arwain trwy'n Dogfennau
Newyddion y Prosiect
Trosolwg
Cwestiynau ac Atebion
Ffurflen Ymateb

Adroddiadau:

Preferred Route Option Selection Report
Draft Route Alignment Report
Menai Strait Crossing Report
Adroddiad Gwybodaeth Amgylcheddol
Ragarweiniol (PEIR)
Strategic Options Report 2015, a Diweddariad
2016
Project Need Case 2016

Geirfa'r Prosiect

Datganiad Ymgynghori Cymunedol (SoCC)

Ffilmiau gyrru trwodd

Planiau:

Planiau Gwaith
Planiau Tir
Plan o'r Tir yr Effeithir Arno
Plan o Diroedd y Goron a Thiroedd Categorïau
Arbennig
Planiau Mynediad a Hawliau Tramwy
Planiau o Safleoedd neu Nodweddion ym
Maes Gwarchod Natur, Cynefinoedd a Chyrrff
Dŵr
Planiau o Safleoedd neu Nodweddion sydd o
Ddiddordeb Hanesyddol
Planiau Nodweddion Amgylcheddol Eraill
Plan o'r Coed a'r Gwrychoedd y Gallai'r
Cynllun Effeithio Arnynt
Planiau Dylunio
Planiau Ymgynghori
Canllaw i'r planiau

Copi caled:

Hysbysiad a48
Hysbysiad Datganiad Ymgynghori Cymunedol (hysbysiad a47)

Adran 48, Deddf Cynllunio 2008 (fel y'i diwygiwyd)**Rheoliad 4, Rheoliadau Cynllunio Seilwaith (Ceisiadau: Ffurflenni a Gweithdrefn Ragnodedig) 2009**

Rhybudd ynghylch y cais arfaethedig am orchymyn caniatâd datblygu (DCO) i adeiladu Prosiect Cysylltiad Gogledd Cymru

- Cyflwynir rhybudd trwy hyn bod National Grid Electricity Transmission Limited (National Grid) o 1 – 3 Strand, Llundain WC2N 5EH yn bwriadu gwneud cais i'r Ysgrifennydd Gwladol ar dros Fusnes, Ynni a Strategaeth Ddiwydiannol o dan Adran 37 Deddf Cynllunio 2008 (fel y'i diwygiwyd) am orchymyn caniatâd datblygu (DCO) i awdurdodi Prosiect Cysylltiad Gogledd Cymru.
- Bydd y prosiect arfaethedig yn cysylltu atomfa arfaethedig Wylfa Newydd â'r rhydwylfa trawsyrro cenedlaethol presennol drwy gyfrwng cyswllt 400kV newydd yn rheseg o is-orsaf bresennol yr Wylfa i'r is-orsaf bresennol ym Mhentir, Gwynedd. Mae'n fwrriad creu'r cyswllt drwy gyfrwng llinell uwch ben a thwnnel o dan yr Afon Menai.
- Bydd y darn lle mae'r llinell uwch ben yn cynnwys yr elfennau a ganlyn:
adeiladu tua 30 cilometr (18.5 milltir) o linell uwch ben ym Môn a Gwynedd, rhwng is-orsaf yr Wylfa ac is-orsaf Pentir a mân newidiadau i'r llinell uwch ben 400kV bresennol;
compownd pennau selio ac adeilad pen twnnel ar tua dwy erw o dir yn ardal Braint; a
chompownd pennau selio ac adeilad pen twnnel ar tua dwy erw o dir yn ardal Tŷ Foddol
Mae angen compowndiau pennau selio er mwyn newid y cysylltiad uwch ben yn gysylltiad tanddaear a chodir adeiladau pen twnnel uwchben siaffiau fertigol y twnnel i ddal offer ac i ddarparu mynediad parhaol i wneud gwaith cynnal a chadw.
- Bydd adran y twnnel yn cynnwys oddeutu 4 cilometr (2.5 milltir) o dwnnel yn rheseg rhwng y ddau adeilad pen twnnel arfaethedig.
- Estyniad oddeutu 1 erw i'r is-orsaf bresennol yn yr Wylfa, i ddarparu ar gyfer offer newydd sydd ei angen.
- Estyniad oddeutu 7 erw i'r is-orsaf bresennol ym Mhentir, i ddarparu ar gyfer offer newydd sydd ei angen.
- Bydd y cais arfaethedig yn cynnwys gwaith gofynnol arall, er enghraifft, ffyrdd mynediad dros dro, gwaith priffyrdd, compowndiau gwaith dros dro, safleoedd gwaith a gwaith ategol.
- Mae'r Rhybudd hwn yn ymwneud â'r datblygiad y mae'r cais yn cael ei gynni mewn perthynas ag ef, fel y disgrifir uchod.

- Hefyd, bydd y cais arfaethedig yn ceisio awdurdodi pryniant gorfodol y tir a'r buddiannau yn y tir a'r hawliau arno, trechu hawddfreintiau a hawliau eraill, defnydd dros dro o'r tir, a phwerau ategol eraill.
- Mae'r datblygiad yn ddatblygiad sy'n cael ei gyfrif fel datblygiad Asesu Effeithiau Amgylcheddol fel y'i diffiniwyd yn y Rheoliadau Cynllunio Seilwaith (Asesu Effeithiau Amgylcheddol) 2009, fel y'u diwygiwyd. Felly bydd Datganiad Amgylcheddol yn cyd-fynd â'r cais arfaethedig, ac yn cynnwys gwylbodaeth amgylcheddol.
- Bydd y dogfennau, y planiau a'r mapiau sy'n dangos natur a lleoliad y datblygiad arfaethedig, gan gynnwys y wybodaeth amgylcheddol ragarweiniol, ar gael i'w lawrwytho o 05 Hydref 2016 ymlaen yn www.cysylltiadgogleddcymru.com. Bydd copïau cyfeirio ar gael i'w gweld am ddim o 05 Hydref 2016 i 16 Rhagfyr 2016 mewn lleoliadau yng nghyffiniau'r Prosiect gydol ein hymgyngoriad. Nodir y cyfeiriadau a'r amseroedd agor gyferbyn.
- Bydd copïau o'r dogfennau, y planiau, y mapiau a'r wybodaeth amgylcheddol ragarweiniol ar gael am ddim gan National Grid Grid ar gof bach USB. Bydd ceisiadau am gopïau caled yn cael eu hadolygu fesul achos. Efallai y bydd tâl copïo rhesymol yn cael ei godi (hyd at uchafswm o £500 ar gyfer un casgliad llawn o ddogfennau), i'w dalu gan y derbynydd.
- Dylid anfon pob ymateb i'r ymgyngoriad hwn drwy e-bost at nationalgrid@cysylltiadgogleddcymru.com neu drwy'r post i FREEPOST NATIONAL GRID NW CONNECTION. Gellir llenwi ffurflenni ymateb hefyd yn www.cysylltiadgogleddcymru.com
- Rhaid i National Grid dderbyn yr holl ymatebion erbyn 16 Rhagfyr 2016 er mwyn sicrhau eu bod yn cael eu hystyried. Mae'n debygol y bydd yr ymatebion yn cael eu gwneud yn gyhoeddus ond bydd manylion cyswllt/personol yn cael eu golygu.
- Wrth benderfynu ar ffurf derfynol y cais arfaethedig am orchymyn caniatâd datblygu ar gyfer y prosiect arfaethedig, byddwn yn ystyried unrhyw ymateb i'r cyhoedduswydd hwn neu'r ymgyngoriad a dderbynnir cyn y dyddiad cau penodol.
- Efallai y bydd yn ofynnol i ni sicrhau bod copïau o'r sylwadau ar gael i'r Ysgrifennydd Gwladol. Fodd bynnag, byddwn yn gofyn i fanylion personol beidio â chael eu nodi yn y cofnod cyhoeddus. Bydd manylion personol yn cael eu cadw'n ddiogel yn unol â Deddf Diogelu Data 1998 ac yn cael eu defnyddio mewn cysylltiad â'r broses ymgyngori a datblygiad y prosiect hwn yn unig. Ni fyddant yn cael eu datgelu i unrhyw drydydd partion, ac eithrio fel y nodir uchod.

Lleoliad	Amseroedd agor
Ynys Môn	
Llyfrgell Amlwch Lôn Parys, Amlwch, Ynys Môn, LL68 9AB	Dydd Mawrth: 9:30am-12:30pm, 2pm-5pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 2pm-7pm, Dydd Gwener: 9:30am-12:30pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Biwmares Canolfan Gymuned David Hughes, Biwmares, Ynys Môn, LL58 8AL	Dydd Llun: 4pm-7pm, Dydd Mercher: 10am-1pm, Dydd Iau: 10am-1pm, Dydd Gwener: 10am-1pm, 2pm-5pm, Dydd Sadwrn: 10am-12pm
Llyfrgell Benllech Ffordd Bangor, Benllech, Ynys Môn, LL74 8TF	Dydd Llun: 5pm-7pm, Dydd Mawrth: 2pm-5pm, Dydd Mercher: 10am-12pm, 2pm-4pm, Dydd Gwener: 2pm-7pm, Dydd Sadwrn: 10am-12:30pm
Llyfrgell Cemaes Ffordd Glascoed, Lôn Glascoed, Cemaes, Ynys Môn, LL67 0HN	Dydd Llun: 2pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Gwener: 2pm-6pm
Llyfrgell Caerbybi Newry Fields, Caerbybi, Ynys Môn, LL65 1LA	Dydd Llun: 9:30am-6pm, Dydd Mawrth: 9:30am-6pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-6pm, Dydd Gwener: 9:30am-6pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Llangefni Lôn y Felin, Llangefni, Anglesey, LL77 7RT	Dydd Llun: 9am-7pm, Dydd Mawrth: 9am-5pm, Dydd Mercher: 9am-1pm, Dydd Iau: 9am-6pm, Dydd Gwener: 9am-7pm, Dydd Sadwrn: 9.30am-12:30pm
Llyfrgell Porthaethwy Ffordd y Ffair, Porthaethwy, Ynys Môn, LL59 5AS	Dydd Mawrth: 1pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 1pm-6pm, Dydd Gwener: 1pm-5pm, Dydd Sadwrn: 9:30am-12:30pm
Canolfan Busnes Môn Parc Busnes Bryn Cefni, Llangefni, Ynys Môn, LL77 7XA	Dydd Llun: 8.30am-5pm, Dydd Mawrth: 8.30am-5pm, Dydd Mercher: 8.30am-5pm, Dydd Iau: 8.30am-5pm, Dydd Gwener: 8.30am-5pm
Prif swyddfa Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangefni, Ynys Môn, LL77 7TW	Dydd Llun: 8.45am-5pm, Dydd Mawrth: 8.45am-5pm, Dydd Mercher: 8.45am-5pm, Dydd Iau: 8.45am-5pm, Dydd Gwener: 8.45am-5pm
Gwasanaeth Cynllunio Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangefni, Ynys Môn, LL77 7TW	Dydd Llun: 8.45am-5pm, Dydd Mawrth: 8.45am-5pm, Dydd Mercher: 8.45am-5pm, Dydd Iau: 8.45am-5pm, Dydd Gwener: 8.45am-5pm
Gwynedd	
Llyfrgell Bangor Ffordd Gwynedd, LL57 1DT	Dydd Llun: 9:30am-7pm, Dydd Mawrth: 9:30am-7pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-7pm, Dydd Gwener: 9:30am-7pm, Dydd Sadwrn: 9:30am-1pm
Llyfrgell Caernarfon Allt Pafiliwn, Caernarfon, LL55 1AS	Dydd Llun: 9:30am-7pm, Dydd Mawrth: 9:30am-7pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-7pm, Dydd Gwener: 9:30am-7pm, Dydd Sadwrn: 9:30am-1pm
Siop Gwynedd Prif Swyddfa Cyngor Gwynedd, Stryd y Castell, Caernarfon, Gwynedd, LL55 1SE	Dydd Llun: 8.40am-5pm, Dydd Mawrth: 8.40am-5pm, Dydd Mercher: 8.40am-5pm, Dydd Iau: 8.40am-5pm, Dydd Gwener: 8.40am-5pm

National Grid Electricity Transmission plc – North Wales Connection Project**Section 48, Planning Act 2008 (as amended)****Regulation 4, The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009**

Notice of the proposed application for a development consent order (DCO) to construct the North Wales Connection Project

- Notice is hereby given that National Grid Electricity Transmission Limited (National Grid) of 1 – 3 Strand, London WC2N 5EH intends to apply to the Secretary of State for Business, Energy and Industrial Strategy under Section 37 of the Planning Act 2008 (as amended) for a development consent order (DCO) to authorise the North Wales Connection Project.
- The proposed project is to connect the proposed Wylfa Newydd nuclear power station to the existing national transmission network by means of a new 400 kV connection running from the existing substation at Wylfa to the existing substation at Pentir, Gwynedd. The connection is proposed to be constructed by means of both overhead line and a tunnel beneath the Menai Strait.
- The overhead line section will incorporate the following proposed elements:
construction of approximately 30 kilometres (18.5 miles) of overhead line in Anglesey and Gwynedd, between Wylfa substation and Pentir substation and small changes to the existing 400 kV overhead line;
a circa 2 acre sealing end compound and tunnel head house at Braint; and a circa 2 acre sealing end compound and tunnel head house situated at Tŷ Foddol
Sealing end compounds are required to change the connection from overhead to underground and tunnel head houses are built on the top of the vertical tunnel shafts to provide permanent access for maintenance and house equipment.
- The tunnel section will consist of around 4 kilometres (2.5 miles) of tunnel running between the two proposed tunnel head houses.
- A circa 1 acre extension to the existing substation at Wylfa, needed to accommodate new equipment.
- A circa 7 acre extension to the existing substation at Pentir, needed to accommodate new equipment.
- The proposed application will include other required works, for example, temporary access roads, highway works, temporary works compounds, work sites and ancillary works.
- This Notice relates to the development in respect of which the application is proposed as described above.

- The proposed application will also seek authorisation for the compulsory acquisition of land and interests in and rights over land, over-riding easements and other rights, the temporary use of land, and other ancillary powers.
- The development is an Environmental Impact Assessment development as defined in The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, as amended. The proposed application will therefore be accompanied by an Environmental Statement containing environmental information.
- The documents, plans and maps showing the nature and location of the proposed development, including the preliminary environmental information, will be available to download from 05 October 2016 on www.northwalesconnection.com. Reference copies will be available to view free of charge from 05 October 2016 to 16 December 2016 at locations in the vicinity of the Project for the duration of our consultation. Addresses and opening times are provided opposite.
- Copies of the documents, plans, maps and preliminary environmental information can be obtained 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.
- Responses to this consultation should be sent by email to nationalgrid@northwalesconnection.com or by post to FREEPOST NATIONAL GRID NW CONNECTION. Feedback forms can also be completed at www.northwalesconnection.com
- National Grid **must** receive all responses by 16 December 2016 to ensure their consideration. Please note that responses are likely to be made public, but that contact/personal details will be redacted.
- When deciding on the final form of the proposed application for a development consent order for the proposed project, we will take into account any response to this publicity or the consultation that is received before the specified deadline.
- We may be required to make copies of representations available to the Secretary of State. We will, however, request that personal details are not placed on the public record. Personal details will be held securely in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and the development of this project and, except as noted above, will not be disclosed to any third parties.

Location	Opening times
Anglesey	
Amlwch Library Lôn Parys, Amlwch, Anglesey, LL68 9AB	Tuesday: 9:30am–12:30pm and 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 and 2pm–5pm, Saturday: 10am–12pm
Benllech Library Bangor Road, Benllech, Anglesey, LL74 8TF	Monday: 5pm–7pm, Tuesday: 2pm–5pm, Wednesday: 10am–12pm and 2pm–4pm, Friday: 2pm–7pm, Saturday: 10am–12:30pm
Cemaes Library Glascoed Road, Cemaes Bay, 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: 9.30am–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, 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 offices Isle of Anglesey County Council, Council Offices, Llangefni, Anglesey, LL17 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 , Isle of Anglesey County Council, Council Offices, Llangefni, Anglesey, LL17 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

Rhybudd o gyhoeddi Datganiad Ymgynghori Cymunedol (SoCC)

Cyfle i chi ddweud eich barn am ail gysylltiad arfaethedig National Grid rhwng yr Wylfa a Phentir

Bydd National Grid Electricity Transmission plc (National Grid) yn cyhoeddi Datganiad Ymgynghori Cymunedol (SoCC) ar gyfer Prosiect Cysylltiad Gogledd Cymru ("y Prosiect"), yn unol ag Adran 47 Ddeddf Cynllunio 2008 (fel y'i diwygiwyd).

Bydd y SoCC yn egluro'r camau ymgynghori y bwriadwn eu dilyn a sut y gall pobl gynig sylwadau ynglŷn â'n cynigion. Mae'n nodi lle mae modd gweld y dogfennau, lle y cynhelir digwyddiadau cyhoeddus a sut y ymateb i'r ymgynghoriad. Bydd ar gael yn Gymraeg ac yn Saesneg.

Bydd yr ymgynghoriad hwn yn weithredol rhwng 05 Hydref 2016 a 16 Rhagfyr 2016. Rhaid derbyn ymatebion cyn y dyddiad hwn.

Bydd rhaglen o ddigwyddiadau gwybodaeth i'r cyhoedd yn cael ei chynnal yn yr ardal er mwyn i bobl gael siarad gyda thîm National Grid a gweld deunyddiau'r ymgynghoriad. Mae'r rhain yn cael eu cynnal rhwng 26 Hydref 2016 a 15 Tachwedd 2016.

Bydd nifer o fannau gwybodaeth hefyd yn cael eu gosod mewn cymunedau gydol yr ymgynghoriad, gydag amrywiaeth o'n deunyddiau cymunedol. Bydd y rhain yn cynnwys copïau o gylchlythyr diweddaraf y prosiect, dogfen drosolwg, ffurflen ymateb, a chwestiynau cyffredin i chi fynd adref gyda chi, a hefyd copïau cyfeiriol o'r SoCC.

Bydd manylion y digwyddiadau cyhoeddus a'r manau gwybodaeth yn cael eu nodi yn y SoCC ac ar ein gwefan www.cysylltiadgogleddcymru.com

DWEUD EICH DWEUD

Gall pobl ymateb i'r ymgynghoriad mewn sawl ffordd:

- Drwy lenwi ffurflen adborth ar ffurf copi caled neu ar-lein
- Drwy anfon llythyr atom yn FREEPOST NATIONAL GRID NW CONNECTION
- Drwy e-bost at nationalgrid@cysylltiadgogleddcymru.com

Y CYNNIG

Mae National Grid yn ymgynghori ynglŷn ag ail gysylltiad trydan arfaethedig o'r Wylfa, Ynys Môn i Bentir, Gwynedd i gysylltu gorsaf bwerau niwclear newydd arfaethedig Wylfa Newydd â'r rhwydwaith trydan cenedlaethol presennol.

Mae'r Prosiect yn cynnwys:

- Estyniadau i'r is-orsafedd presennol yn yr Wylfa a Phentir i ddarparu ar gyfer yr offer newydd sydd ei angen;
- Adrannau o linell uwch ben newydd 400kV drwy Ynys Môn a Gwynedd a mân newidiadau i'r llinell uwch ben 400kV presennol; a
- Twnnel tua 4 cilomedr (2.5 milltir) o dan Afon Menai, ynghyd â'r offer cysylltiedig, fel compowndiau pennau selio ac adeiladau pen twnnel.

Bydd National Grid yn gwneud cais i'r Ysgrifennydd Gwladol dros Fusnes, Ynni a Strategaeth Ddiwydiannol am Orchymyn Caniatâd Datblygu dan Ddeddf Cynllunio 2008.

YMGYNGHORI Â'R CYHOEDD

O dan Ddeddf Cynllunio 2008, mae'n rhaid cynnal ymgynghoriad fel bod cymunedau a rhanddeiliaid y gallai'r cynllun effeithio arnynt yn gallu helpu i gyfrannu at y ffordd y mae'r Prosiect yn datblygu. Byddwn yn ymgynghori ar yr hyn y bwriadwn ei adeiladu, lle a sut y bwriadwn ei adeiladu a sut y bwriadwn liniaru ei effeithiau. Ar gyfer yr ymgynghoriad hwn, byddwn yn ymgynghori ar ein holl gynigion ac unrhyw faterion eraill y mae pobl yn eu hystyried yn bwysig ac y dylem eu hystyried wrth i ni ddatblygu'r cynigion.

Byddwn hefyd yn cyhoeddi Preliminary Environmental Information Report (PEIR). Bydd yr adroddiad hwn yn esbonio'r effeithiau tebygol y gallai'r Prosiect arfaethedig eu cael ar yr amgylchedd, ar sail ein hasesiadau cyn belled, a'r camau y bwriadwn eu cymryd i'w lleihau, lle bo modd. Yn dilyn yr ymgynghoriad, paratior Asesiad o'r Effaith Amgylcheddol (AEA) a bydd yn adrodd ar effeithiau arwyddocaol tebygol y Prosiect, ynghyd â'r camau lliniaru a gynigir. Penir canfyddiadau'r AEA mewn Environmental Statement (ES) a fydd ynghlwm â'n cais/ceisiadau am ganiatâd.

Bydd copïau o'r dogfennau, y planiau, y mapiau a'r wybodaeth amgylcheddol ragarweiniol ar gael am ddim gan National Grid ar gof bach. Bydd ceisiadau am gopïau caled yn cael eu hadolygu fesul achos. Efallai y bydd tâl copïo rhesymol yn cael ei godi (hyd at uchafswm o £500 ar gyfer un casgliad llawn o ddogfennau), i'w dalu gan y derbynnydd. Cysylltwch â'n tîm cysylltiadau cymunedol (0800 990 3567).

Gellir gweld y SoCC ar ein gwefan (www.cysylltiadgogleddcymru.com), ac yn y lleoliadau yng nghyffiniau'r prosiect, gyferbyn, gydol cyfnod ein hymgyngoriad.

North Wales Connection Project Development Consent Order Application

Notice of publication of Statement of Community Consultation (SoCC)

Have your say on National Grid's proposed second connection between Wylfa and Pentir

National Grid Electricity Transmission plc (National Grid) will be publishing a Statement of Community Consultation (SoCC) for its North Wales Connection Project ("the Project"), in accordance with Section 47 of the Planning Act 2008 (as amended).

The SoCC will explain the consultation we intend to undertake and how people can comment on our proposals. It will provide details of where documents can be viewed, where public events will be held and how to respond to the consultation. It will be available in English and Welsh.

This consultation will run from 05 October 2016 to 16 December 2016. Responses must be received by the closing date.

A programme of public information events will take place in the area for people to talk to National Grid's team and view consultation materials. These are being held from 26 October 2016 to 15 November 2016.

A number of information points will also be placed in communities for the duration of the consultation holding a range of our community materials. This will include copies of the latest project newsletter, overview document, feedback form and FAQ to take away, and reference copies of the SoCC.

Details of the public events and information points will be in the SoCC and on our website: www.northwalesconnection.com

HAVE YOUR SAY

People can respond to our consultation in a number of ways:

- By filling in a feedback form in hardcopy or online
- By writing to us at FREEPOST NATIONAL GRID NW CONNECTION
- By email at nationalgrid@northwalesconnection.com

THE PROPOSAL

National Grid will be consulting on a proposed second electricity connection from Wylfa, Anglesey to Pentir, Gwynedd to connect the proposed new Wylfa Newydd nuclear power station to the existing national electricity network.

The Project comprises:

- Extensions to the existing substations at Wylfa and Pentir needed to accommodate new equipment;
- Sections of new 400 kV overhead line through Anglesey and Gwynedd and small changes to the existing 400 kV overhead line; and
- A tunnel of around 4 kilometres (2.5 miles) underneath the Menai Strait and its associated equipment, such as sealing end compounds and tunnel head houses.

National Grid will be making an application to the Secretary of State for Business, Energy and Industrial Strategy for a Development Consent Order under the Planning Act 2008.

PUBLIC CONSULTATION

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.

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, 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).

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).

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.

Lleoliad	Amseroedd agor
Ynys Môn	
Llyfrgell Amlwch Lôn Parys, Amlwch, Ynys Môn, LL68 9AB	Dydd Mawrth: 9:30am-12:30pm, 2pm-5pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 2pm-7pm, Dydd Gwener: 9:30am-12:30pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Biwmares Canolfan Gymuned David Hughes, Biwmares, Ynys Môn, LL58 8AL	Dydd Llun: 4pm-7pm, Dydd Mercher: 10am-1pm, Dydd Iau: 10am-1pm, Dydd Gwener: 10am-1pm, 2pm-5pm, Dydd Sadwrn: 10am-12pm
Llyfrgell Benllech Ffordd Bangor, Benllech, Ynys Môn, LL74 8TF	Dydd Llun: 5pm-7pm, Dydd Mawrth: 2pm-5pm, Dydd Mercher: 10am-12pm, 2pm-4pm, Dydd Gwener: 2pm-7pm, Dydd Sadwrn: 10am-12:30pm
Llyfrgell Cemaes Ffordd Glascoed, Lôn Glascoed, Cemaes, Ynys Môn, LL67 0HN	Dydd Llun: 2pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Gwener: 2pm-6pm
Llyfrgell Caerbybi Newry Fields, Caerbybi, Ynys Môn, LL65 1LA	Dydd Llun: 9:30am-6pm, Dydd Mawrth: 9:30am-6pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-6pm, Dydd Gwener: 9:30am-6pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Llangefni Lôn y Felin, Llangefni, Anglesey, LL77 7RT	Dydd Llun: 9am-7pm, Dydd Mawrth: 9am-5pm, Dydd Mercher: 9am-1pm, Dydd Iau: 9am-6pm, Dydd Gwener: 9am-7pm, Dydd Sadwrn: 9.30am-12:30pm
Llyfrgell Porthaethwy Ffordd y Ffair, Porthaethwy, Ynys Môn, LL59 5AS	Dydd Mawrth: 1pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 1pm-6pm, Dydd Gwener: 1pm-5pm, Dydd Sadwrn: 9:30am-12:30pm
Canolfan Busnes Môn Parc Busnes Bryn Cefni, Llangefni, Ynys Môn, LL77 7XA	Dydd Llun: 8.30am-5pm, Dydd Mawrth: 8.30am-5pm, Dydd Mercher: 8.30am-5pm, Dydd Iau: 8.30am-5pm, Dydd Gwener: 8.30am-5pm
Prif swyddfa Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangefni, Ynys Môn, LL77 7TW	Dydd Llun: 8.45am-5pm, Dydd Mawrth: 8.45am-5pm, Dydd Mercher: 8.45am-5pm, Dydd Iau: 8.45am-5pm, Dydd Gwener: 8.45am-5pm
Gwasanaeth Cynllunio Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangefni, Ynys Môn, LL77 7TW	Dydd Llun: 8.45am-5pm, Dydd Mawrth: 8.45am-5pm, Dydd Mercher: 8.45am-5pm, Dydd Iau: 8.45am-5pm, Dydd Gwener: 8.45am-5pm
Gwynedd	
Llyfrgell Bangor Ffordd Gwynedd, LL57 1DT	Dydd Llun: 9:30am-7pm, Dydd Mawrth: 9:30am-7pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-7pm, Dydd Gwener: 9:30am-7pm, Dydd Sadwrn: 9:30am-1pm
Llyfrgell Caernarfon Allt Pafiliwn, Caernarfon, LL55 1AS	Dydd Llun: 9:30am-7pm, Dydd Mawrth: 9:30am-7pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-7pm, Dydd Gwener: 9:30am-7pm, Dydd Sadwrn: 9:30am-1pm
Siop Gwynedd Prif Swyddfa Cyngor Gwynedd, Stryd y Castell, Caernarfon, Gwynedd, LL55 1SE	Dydd Llun: 8.40am-5pm, Dydd Mawrth: 8.40am-5pm, Dydd Mercher: 8.40am-5pm, Dydd Iau: 8.40am-5pm, Dydd Gwener: 8.40am-5pm

nationalgrid

6.2.20

Appendix 20

Section 47 Notice SoCC and PEI

National Grid
National Grid House
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA

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6.2.21

Appendix 21

Section 48 Notice Duty to Publicise

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FLYPAST FOR RAF HERO'S GREAT ORME FUNERAL



P16

Bridge blaze shuts railway



FULL STORY P6

COUNCILS MERGER **P14** SCRAPPED

WOMAN, 65, DIES AFTER ANGLESEY **P5** SEA RESCUE

REVEALED: £100m ELECTRIC CABLE PLAN UNDER THE MENAI **P15**

SEARCH FOR AVRILENDS IN DESPAIR



Family pays tribute after her foot is found on beach – Page 3

TOMMY STEELE



THE GLENN MILLER Story

HIS MUSIC DEFINED AN ERA... HIS STORY STUNNED THE WORLD



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Adran 48, Deddf Cynllunio 2008 (fel y'i diwygiwyd)**Rheoliad 4, Rheoliadau Cynllunio Seilwaith (Ceisiadau: Ffurflenni a Gweithdrefn Ragnodedig) 2009**

Rhybudd ynghylch y cais arfaethedig am orchymyn caniatâd datblygu (DCO) i adeiladu Prosiect Cysylltiad Gogledd Cymru

- Cyflwynir rhybudd trwy hyn bod National Grid Electricity Transmission Limited (National Grid) o 1 – 3 Strand, Llundain WC2N 5EH yn bwriadu gwneud cais i'r Ysgrifennydd Gwladol ar dros Fusnes, Ynni a Strategaeth Ddiwydiannol o dan Adran 37 Deddf Cynllunio 2008 (fel y'i diwygiwyd) am orchymyn caniatâd datblygu (DCO) i awdurdodi Prosiect Cysylltiad Gogledd Cymru.
- Bydd y prosiect arfaethedig yn cysylltu atomfa arfaethedig Wyffa Newydd â'r rhydwaiwath trawsyrnu cenedlaethol presennol drwy gyfrwng cyswllt 400kV newydd yn rhedeg o is-orsaf bresennol yr Wyffa i'r is-orsaf bresennol ym Mhentir, Gwynedd. Mae'n fwrriad creu'r cyswllt drwy gyfrwng llinell uwch ben a thwnnel o dan yr Afon Menai.
- Bydd y darn lle mae'r llinell uwch ben yn cynnwys yr elfennau a ganlyn:
adeiladu tua 30 cilometr (18.5 milltir) o linell uwch ben ym Môn a Gwynedd, rhwng is-orsaf yr Wyffa ac is-orsaf Pentir a mân newidiadau i'r llinell uwch ben 400kV bresennol;
compownd pennau selio ac adeilad pen twnnel ar tua dwy erw o dir yn ardal Braint; a
chompownd pennau selio ac adeilad pen twnnel ar tua dwy erw o dir yn ardal Tŷ Fodol
Mae angen compowndiau pennau selio er mwyn newid y cysylltiad uwch ben yn gysylltiad tanddaera a chodir adeiladau pen twnnel uwchben siafftiâu fertigol y twnnel i ddal offer ac i ddarparu mynediad parhaol i wneud gwaith cynnal a chadw.
- Bydd adran y twnnel yn cynnwys oddeutu 4 cilometr (2.5 milltir) o dwnnel yn rhedeg rhwng y ddau adeilad pen twnnel arfaethedig.
- Estyniad oddeutu 1 erw i'r is-orsaf bresennol yn yr Wyffa, i ddarparu ar gyfer offer newydd sydd ei angen.
- Estyniad oddeutu 7 erw i'r is-orsaf bresennol ym Mhentir, i ddarparu ar gyfer offer newydd sydd ei angen.
- Bydd y cais arfaethedig yn cynnwys gwaith gofynnol arall, er enghraifft, ffyrdd mynediad dros dro, gwaith priffyrdd, compowndiau gwaith dros dro, safleoedd gwaith a gwaith ategol.
- Mae'r Rhybudd hwn yn ymwneud â'r datblygiad y mae'r cais yn cael ei gynnal mewn perthynas ag ef, fel y disgrifir uchod.

- Hefyd, bydd y cais arfaethedig yn ceisio awdurdodi pryniant gorfodol y tir a'r buddiannau yn y tir a'r hawliau arno, trechu hawddfreintiau a hawliau eraill, defnydd dros dro o'r tir, a phwerau ategol eraill.
- Mae'r datblygiad yn ddatblygiad sy'n cael ei gyfrif fel datblygiad Asesu Effeithiau Amgylcheddol fel y'i diffiniwyd yn y Rheoliadau Cynllunio Seilwaith (Asesu Effeithiau Amgylcheddol) 2009, fel y'u diwygiwyd. Felly bydd Datganiad Amgylcheddol yn cyd-fynd â'r cais arfaethedig, ac yn cynnwys gwybodaeth amgylcheddol.
- Bydd y dogfennau, y planiau a'r mapiau sy'n dangos natur a lleoliad y datblygiad arfaethedig, gan gynnwys y wybodaeth amgylcheddol ragarweiniol, ar gael i'w lawrlwytho o 05 Hydref 2016 ymlaen yn www.cysylltiadgogleddcymru.com. Bydd copïau cyfeirio ar gael i'w gweld am ddim o 05 Hydref 2016 i 16 Rhagfyr 2016 mewn lleoliadau yng nghyffiniau'r Prosiect gyddol ein hymgyngoriad. Nodir y cyfeiriadau a'r amseroedd agor gyferyn.
- Bydd copïau o'r dogfennau, y planiau, y mapiau a'r wybodaeth amgylcheddol ragarweiniol ar gael am ddim gan National Grid ar gof bach USB. Bydd ceisiadau am gopïau caled yn cael eu hadolygu fesul achos. Efallai y bydd tâl copïo rhesymol yn cael ei godi (hyd at uchafswm o £500 ar gyfer un casgliad llawn o ddogfennau), i'w dalu gan y derbynnydd.
- Dylid anfon pob ymateb i'r ymgynghoriad hwn drwy e-bost at nationalgrid@cysylltiadgogleddcymru.com neu drwy'r post i FREEPOST NATIONAL GRID NW CONNECTION. Gellir llenwi ffurflenni ymateb hefyd yn www.cysylltiadgogleddcymru.com
- Rhaid i National Grid dderbyn yr holl ymatebion erbyn 16 Rhagfyr 2016 er mwyn sicrhau eu bod yn cael eu hystyried. Mae'n debygol y bydd yr ymatebion yn cael eu gwneud yn gyhoeddus ond bydd manylion cyswllt/personol yn cael eu golygu.
- Wrth benderfynu ar ffurf derfynol y cais arfaethedig am orchymyn caniatâd datblygu ar gyfer y prosiect arfaethedig, byddwn yn ystyried unrhyw ymateb i'r cyhoeddusrwydd hwn neu'r ymgynghoriad a dderbynnir cyn y dyddiad cau penodol.
- Efallai y bydd yn ofynnol i ni sicrhau bod copïau o'r sylwadau ar gael i'r Ysgrifennydd Gwladol. Fodd bynnag, byddwn yn gofyn i ffanylion personol beidio â chael eu nodi yn y cofnod cyhoeddus. Bydd manylion personol yn cael eu cadw'n ddiogel yn unol â Deddf Diogelu Data 1998 ac yn cael eu defnyddio mewn cysylltiad â'r broses ymgynghori a datblygiad y prosiect hwn yn unig. Ni fyddant yn cael eu datgelu i unrhyw drydydd partïon, ac eithrio fel y nodir uchod.

Leoliad	Amseroedd agor
Ynys Môn	
Llyfrgell Amlwch Lôn Parys, Amlwch, Ynys Môn, LL68 9AB	Dydd Mawrth: 9:30am-12:30pm, 2pm-5pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 2pm-7pm, Dydd Gwener: 9:30am-12:30pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Biwmares Canolfan Gymuned David Hughes, Biwmares, Ynys Môn, LL58 8AL	Dydd Llun: 4pm-7pm, Dydd Mercher: 10am-1pm, Dydd Iau: 10am-1pm, Dydd Gwener: 10am-1pm, 2pm-5pm, Dydd Sadwrn: 10am-12pm
Llyfrgell Benllech Ffordd Bangor, Benllech, Ynys Môn, LL74 8TF	Dydd Llun: 5pm-7pm, Dydd Mawrth: 2pm-5pm, Dydd Mercher: 10am-12pm, 2pm-4pm, Dydd Gwener: 2pm-7pm, Dydd Sadwrn: 10am-12:30pm
Llyfrgell Cemaes Ffordd Glasgoed, Lôn Glasgoed, Cemaes, Ynys Môn, LL67 0HN	Dydd Llun: 2pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Gwener: 2pm-6pm
Llyfrgell Caergybi Newry Fields, Caergybi, Ynys Môn, LL65 1LA	Dydd Llun: 9:30am-6pm, Dydd Mawrth: 9:30am-6pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-6pm, Dydd Gwener: 9:30am-6pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Llangedfni Lôn y Felin, Llangedfni, Anglesey, LL77 7RT	Dydd Llun: 9am-7pm, Dydd Mawrth: 9am-5pm, Dydd Mercher: 9am-1pm, Dydd Iau: 9am-6pm, Dydd Gwener: 9am-7pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Porthaethwy Ffordd y Ffair, Porthaethwy, Ynys Môn, LL59 5AS	Dydd Mawrth: 1pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 1pm-6pm, Dydd Gwener: 1pm-5pm, Dydd Sadwrn: 9:30am-12:30pm
Canolfan Busnes Môn Parc Busnes Bryn Cefni, Llangedfni, Ynys Môn, LL77 7XA	Dydd Llun: 8:30am-5pm, Dydd Mawrth: 8:30am-5pm, Dydd Mercher: 8:30am-5pm, Dydd Iau: 8:30am-5pm, Dydd Gwener: 8:30am-5pm
Prif swyddfa Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangedfni, Ynys Môn, LL77 7TW	Dydd Llun: 8.45am-5pm, Dydd Mawrth: 8.45am-5pm, Dydd Mercher: 8.45am-5pm, Dydd Iau: 8.45am-5pm, Dydd Gwener: 8.45am-5pm
Gwasanaeth Cynllunio Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangedfni, Ynys Môn, LL77 7TW	Dydd Llun: 8.45am-5pm, Dydd Mawrth: 8.45am-5pm, Dydd Mercher: 8.45am-5pm, Dydd Iau: 8.45am-5pm, Dydd Gwener: 8.45am-5pm
Gwynedd	
Llyfrgell Bangor Ffordd Gwynedd, LL57 1DT	Dydd Llun: 9:30am-7pm, Dydd Mawrth: 9:30am-7pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-7pm, Dydd Gwener: 9:30am-7pm, Dydd Sadwrn: 9:30am-1pm
Llyfrgell Caernarfon Allt Pafiliwn, Caernarfon, LL55 1AS	Dydd Llun: 9:30am-7pm, Dydd Mawrth: 9:30am-7pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-7pm, Dydd Gwener: 9:30am-7pm, Dydd Sadwrn: 9:30am-1pm
Siop Gwynedd Prif Swyddfa Cyngor Gwynedd, Stryd y Castell, Caernarfon, Gwynedd, LL55 1SE	Dydd Llun: 8.40am-5pm, Dydd Mawrth: 8.40am-5pm, Dydd Mercher: 8.40am-5pm, Dydd Iau: 8.40am-5pm, Dydd Gwener: 8.40am-5pm

National Grid Electricity Transmission plc – North Wales Connection Project**Section 48, Planning Act 2008 (as amended)****Regulation 4, The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009**

Notice of the proposed application for a development consent order (DCO) to construct the North Wales Connection Project

- Notice is hereby given that National Grid Electricity Transmission Limited (National Grid) of 1 – 3 Strand, London WC2N 5EH intends to apply to the Secretary of State for Business, Energy and Industrial Strategy under Section 37 of the Planning Act 2008 (as amended) for a development consent order (DCO) to authorise the North Wales Connection Project.
- The proposed project is to connect the proposed Wyffa Newydd nuclear power station to the existing national transmission network by means of a new 400 kV connection running from the existing substation at Wyffa to the existing substation at Pentir, Gwynedd. The connection is proposed to be constructed by means of both overhead line and a tunnel beneath the Menai Strait.
- The overhead line section will incorporate the following proposed elements:
construction of approximately 30 kilometres (18.5 miles) of overhead line in Anglesey and Gwynedd, between Wyffa substation and Pentir substation and small changes to the existing 400 kV overhead line;
a circa 2 acre sealing end compound and tunnel head house at Braint; and a circa 2 acre sealing end compound and tunnel head house situated at Tŷ Fodol
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- This Notice relates to the development in respect of which the application is proposed as described above.

- The proposed application will also seek authorisation for the compulsory acquisition of land and interests in and rights over land, over-riding easements and other rights, the temporary use of land, and other ancillary powers.
- The development is an Environmental Impact Assessment development as defined in The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, as amended. The proposed application will therefore be accompanied by an Environmental Statement containing environmental information.
- The documents, plans and maps showing the nature and location of the proposed development, including the preliminary environmental information, will be available to download from 05 October 2016 on www.northwalesconnection.com. Reference copies will be available to view free of charge from 05 October 2016 to 16 December 2016 at locations in the vicinity of the Project for the duration of our consultation. Addresses and opening times are provided opposite.
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- Responses to this consultation should be sent by email to nationalgrid@northwalesconnection.com or by post to FREEPOST NATIONAL GRID NW CONNECTION. Feedback forms can also be completed at www.northwalesconnection.com
- National Grid must receive all responses by 16 December 2016 to ensure their consideration. Please note that responses are likely to be made public, but that contact/personal details will be redacted.
- When deciding on the final form of the proposed application for a development consent order for the proposed project, we will take into account any response to this publicity or the consultation that is received before the specified deadline.
- We may be required to make copies of representations available to the Secretary of State. We will, however, request that personal details are not placed on the public record. Personal details will be held securely in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and the development of this project and, except as noted above, will not be disclosed to any third parties.

Location	Opening times
Anglesey	
Amlwch Library Lôn Parys, Amlwch, Anglesey, LL68 9AB	Tuesday: 9:30am–12:30pm and 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 and 2pm–5pm, Friday: 10am–1pm and 2pm–5pm, Saturday: 10am–12pm
Benllech Library Bangor Road, Benllech, Anglesey, LL74 8TF	Monday: 5pm–7pm, Tuesday: 2pm–5pm, Wednesday: 10am–12pm and 2pm–4pm, Friday: 2pm–7pm, Saturday: 10am–12:30pm
Cemaes Library Glasgoed Road, Cemaes Bay, 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
Llangedfni Library Lôn y Felin, Llangedfni, Anglesey, LL77 7RT	Monday: 9am–7pm, Tuesday: 9am–5pm, Wednesday: 9am–1pm, Thursday: 9am–6pm, Friday: 9am–7pm, Saturday: 9:30am–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, Saturday: 9:30am–12:30pm
Anglesey Business Centre Bryn Cefni Business Park, Llangedfni, 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 offices Isle of Anglesey County Council, Council Offices, Llangedfni, Anglesey, LL17 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 , Isle of Anglesey County Council, Council Offices, Llangedfni, Anglesey, LL17 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



COLWYN BAY Woman found hanged

SEE PAGE 5

ANGLESEY 20 ducks are killed

SEE PAGE 12

OUT IN FORCE



Multi-national manoeuvres start in Gwynedd – Page 3

Dragon's claw was a 'happy accident'

Artist reveals how history shaped war tribute – P17

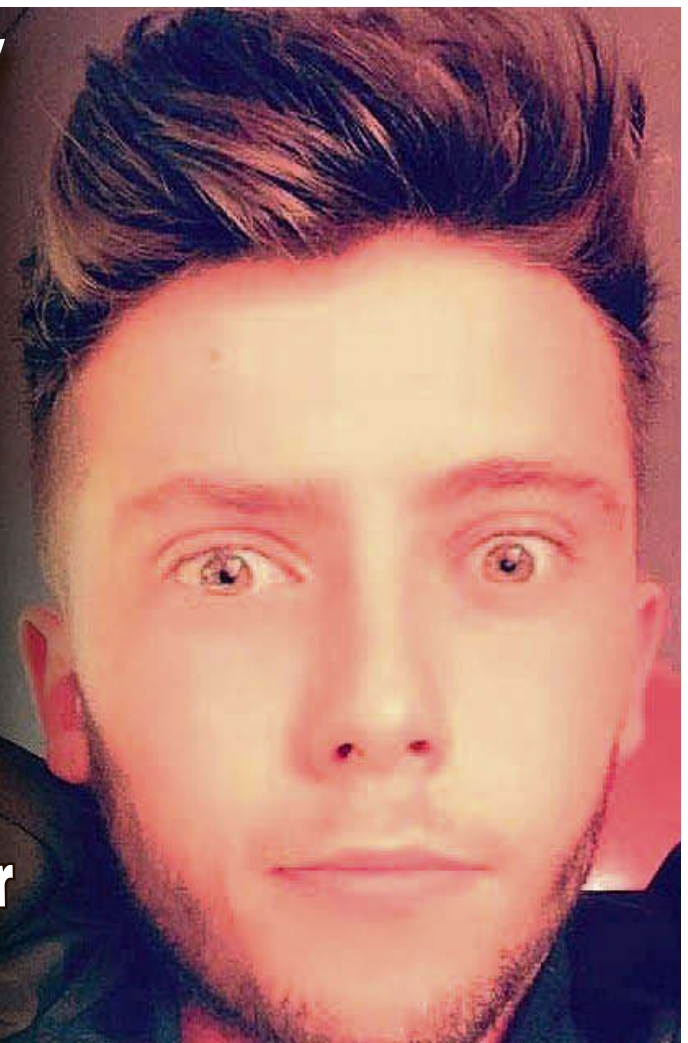


SILVER STAR HOLIDAYS TO QUIT CAERNARFON AFTER 98 YEARS BUSINESS POST, PAGE 3

'TOP LAD' KILLED IN CRASH

Tributes to Llandudno man, 21, after bike horror

FULL STORY – PAGE 5



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Adran 48, Deddf Cynllunio 2008 (fel y'i diwygiwyd)**Rheoliad 4, Rheoliadau Cynllunio Seilwaith (Ceisiadau: Ffurflenni a Gweithdrefn Ragnodedig) 2009**

Rhybudd ynghylch y cais arfaethedig am orchymyn caniatâd datblygu (DCO) i adeiladu Prosiect Cysylltiad Gogledd Cymru

- Cyflwynir rhybudd trwy hyn bod National Grid Electricity Transmission Limited (National Grid) o 1 – 3 Strand, Llundain WC2N 5EH yn bwriadu gwneud cais i'r Ysgrifennydd Gwladol ar dros Fusnes, Ynni a Strategaeth Ddiwydiannol o dan Adran 37 Deddf Cynllunio 2008 (fel y'i diwygiwyd) am orchymyn caniatâd datblygu (DCO) i awdurdodi Prosiect Cysylltiad Gogledd Cymru.
- Bydd y prosiect arfaethedig yn cysylltu atomfa arfaethedig Wylfa Newydd â'r rhydwaiwath trawsyrnu cenedlaethol presennol drwy gyfrwng cyswllt 400kV newydd yn rhedeg o is-orsaf bresennol yr Wylfa i'r is-orsaf bresennol ym Mhentir, Gwynedd. Mae'n fwrriad creu'r cyswllt drwy gyfrwng llinell uwch ben a thwnnel o dan yr Afon Menai.
- Bydd y darn lle mae'r llinell uwch ben yn cynnwys yr elfennau a ganlyn:
adeiladu tua 30 cilometr (18.5 milltir) o linell uwch ben ym Môn a Gwynedd, rhwng is-orsaf yr Wylfa ac is-orsaf Pentir a mân newidiadau i'r llinell uwch ben 400kV bresennol;
compownd pennau selio ac adeilad pen twnnel ar tua dwy erw o dir yn ardal Braint; a
chompownd pennau selio ac adeilad pen twnnel ar tua dwy erw o dir yn ardal Tŷ Fodol
Mae angen compowndiau pennau selio er mwyn newid y cysylltiad uwch ben yn gysylltiad tanddaera a chodir adeiladau pen twnnel uwchben siafftiâu fertigol y twnnel i ddal offer ac i ddarparu mynediad parhaol i wneud gwaith cynnal a chadw.
- Bydd adran y twnnel yn cynnwys oddeutu 4 cilometr (2.5 milltir) o dwnnel yn rhedeg rhwng y ddau adeilad pen twnnel arfaethedig.
- Estyniad oddeutu 1 erw i'r is-orsaf bresennol yn yr Wylfa, i ddarparu ar gyfer offer newydd sydd ei angen.
- Estyniad oddeutu 7 erw i'r is-orsaf bresennol ym Mhentir, i ddarparu ar gyfer offer newydd sydd ei angen.
- Bydd y cais arfaethedig yn cynnwys gwaith gofynnol arall, er enghraifft, ffyrdd mynediad dros dro, gwaith priffyrdd, compowndiau gwaith dros dro, safleoedd gwaith a gwaith ategol.
- Mae'r Rhybudd hwn yn ymwneud â'r datblygiad y mae'r cais yn cael ei gynnal mewn perthynas ag ef, fel y disgrifir uchod.

- Hefyd, bydd y cais arfaethedig yn ceisio awdurdodi pryniant gorfodol y tir a'r buddiannau yn y tir a'r hawliau arno, trechu hawddfreintiau a hawliau eraill, defnydd dros dro o'r tir, a phwerau ategol eraill.
- Mae'r datblygiad yn ddatblygiad sy'n cael ei gyfrif fel datblygiad Asesu Effeithiau Amgylcheddol fel y'i diffiniwyd yn y Rheoliadau Cynllunio Seilwaith (Asesu Effeithiau Amgylcheddol) 2009, fel y'u diwygiwyd. Felly bydd Datganiad Amgylcheddol yn cyd-fynd â'r cais arfaethedig, ac yn cynnwys gwybodaeth amgylcheddol.
- Bydd y dogfennau, y planiau a'r mapiau sy'n dangos natur a lleoliad y datblygiad arfaethedig, gan gynnwys y wybodaeth amgylcheddol ragarweiniol, ar gael i'w lawrlwytho o 05 Hydref 2016 ymlaen yn www.cysylltiadgogleddcymru.com. Bydd copïau cyfeirio ar gael i'w gweld am ddim o 05 Hydref 2016 i 16 Rhagfyr 2016 mewn lleoliadau yng nghyffiniau'r Prosiect gyddol ein hymgyngoriad. Nodir y cyfeiriadau a'r amseroedd agor gyferyn.
- Bydd copïau o'r dogfennau, y planiau, y mapiau a'r wybodaeth amgylcheddol ragarweiniol ar gael am ddim gan National Grid ar gof bach USB. Bydd ceisiadau am gopïau caled yn cael eu hadolygu fesul achos. Efallai y bydd tâl copïo rhesymol yn cael ei godi (hyd at uchafswm o £500 ar gyfer un casgliad llawn o ddogfennau), i'w dalu gan y derbynnydd.
- Dylid anfon pob ymateb i'r ymgyngoriad hwn drwy e-bost at nationalgrid@cysylltiadgogleddcymru.com neu drwy'r post i FREEPOST NATIONAL GRID NW CONNECTION. Gellir llenwi ffurflenni ymateb hefyd yn www.cysylltiadgogleddcymru.com
- Rhaid i National Grid dderbyn yr holl ymatebion erbyn 16 Rhagfyr 2016 er mwyn sicrhau eu bod yn cael eu hystyried. Mae'n debygol y bydd yr ymatebion yn cael eu gwneud yn gyhoeddus ond bydd manylion cyswllt/personol yn cael eu golygu.
- Wrth benderfynu ar ffurf derfynol y cais arfaethedig am orchymyn caniatâd datblygu ar gyfer y prosiect arfaethedig, byddwn yn ystyried unrhyw ymateb i'r cyhoeddusrwydd hwn neu'r ymgyngoriad a dderbynnir cyn y dyddiad cau penodol.
- Efallai y bydd yn ofynnol i ni sicrhau bod copïau o'r sylwadau ar gael i'r Ysgrifennydd Gwladol. Fodd bynnag, byddwn yn gofyn i ffanylion personol beidio â chael eu nodi yn y cofnod cyhoeddus. Bydd manylion personol yn cael eu cadw'n ddiogel yn unol â Deddf Diogelu Data 1998 ac yn cael eu defnyddio mewn cysylltiad â'r broses ymgyngoriad a datblygiad y prosiect hwn yn unig. Ni fyddant yn cael eu datgelu i unrhyw drydydd partïon, ac eithrio fel y nodir uchod.

Leoliad	Amseroedd agor
Ynys Môn	
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- When deciding on the final form of the proposed application for a development consent order for the proposed project, we will take into account any response to this publicity or the consultation that is received before the specified deadline.
- We may be required to make copies of representations available to the Secretary of State. We will, however, request that personal details are not placed on the public record. Personal details will be held securely in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and the development of this project and, except as noted above, will not be disclosed to any third parties.

Location	Opening times
Anglesey	
Amlwch Library Lôn Parys, Amlwch, Anglesey, LL68 9AB	Tuesday: 9:30am–12:30pm and 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 and 2pm–5pm, Friday: 10am–1pm and 2pm–5pm, Saturday: 10am–12pm
Benllech Library Bangor Road, Benllech, Anglesey, LL74 8TF	Monday: 5pm–7pm, Tuesday: 2pm–5pm, Wednesday: 10am–12pm and 2pm–4pm, Friday: 2pm–7pm, Saturday: 10am–12:30pm
Cemaes Library Glascoed Road, Cemaes Bay, 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
Llangedfni Library Lôn y Felin, Llangedfni, Anglesey, LL77 7RT	Monday: 9am–7pm, Tuesday: 9am–5pm, Wednesday: 9am–1pm, Thursday: 9am–6pm, Friday: 9am–7pm, Saturday: 9:30am–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, Saturday: 9:30am–12:30pm
Anglesey Business Centre Bryn Cefni Business Park, Llangedfni, 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 offices Isle of Anglesey County Council, Council Offices, Llangedfni, Anglesey, LL17 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 , Isle of Anglesey County Council, Council Offices, Llangedfni, Anglesey, LL17 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

Adran 48, Deddf Cynllunio 2008 (fel y'i diwygiwyd)

Rheoliad 4, Rheoliadau Cynllunio Seilwaith (Ceisiadau: Ffurflenni a Gweithdrefn Ragnodedig) 2009

Rhybudd ynghylch y cais arfaethedig am orchymyn caniatâd datblygu (DCO) i adelladu Prosiect Cysylltiad Gogledd Cymru

- Cyflwynir rhybudd trwy hyn bod National Grid Electricity Transmission Limited (National Grid) o 1 – 3 Strand, Llundain WC2N 5EH yn bwriadu gwneud cais i'r Ysgrifenydd Gwladol ar dros Fusnes, Ynni a Strategaeth Ddiwydiannol o dan Adran 37 Deddf Cynllunio 2008 (fel y'i diwygiwyd) am orchymyn caniatâd datblygu (DCO) i awdurdodi Prosiect Cysylltiad Gogledd Cymru.
- Bydd y prosiect arfaethedig yn cysylltu atomfâ arfaethedig Wyfla Newydd â'r rhwydwaith trawsyrmu cenedlaethol presennol drwy gyfrwng cyswllt 400kV newydd yn rhedeg o is-orsaf bresennol yr Wyfla i'r is-orsaf bresennol y Mhenitr, Gwynedd. Mae'n fwrdd creu'r cyswllt drwy gyfrwng llinell uwch ben a thwnnel o dan yr Afon Menai.
- Bydd y darn lle mae'r llinell uwch ben yn cynnwys yr elfennau a ganlyn:
adelladu tua 30 cilometr (18.5 milltir) o linell uwch ben ym Môn a Gwynedd, rhwng is-orsaf yr Wyfla ac is-orsaf Pentir a mân newidiadau i'r llinell uwch ben 400kV bresennol;
compownd pennaau selio ac adellad pen twnnel ar tua dwy erw o dir yn ardal Brant; a
chompownd pennaau selio ac adellad pen twnnel ar tua dwy erw o dir yn ardal Ty Fodol
Mae angen compowndiau pennaau selio er mwyn newid y cysylltiad uwch ben yn gysylltiad tanddaear a chodir adelladau pen twnnel uwchben safiannu fertigol y twnnel i ddal offer ac i ddarparu mynediad parhaol i wneud gwaith cynnal a chadw.
- Bydd adran y twnnel yn cynnwys oddeutu 4 cilometr (2.5 milltir) o dwnnel yn rhedeg rhwng y ddau adellad pen twnnel arfaethedig.
- Estyniad oddeutu 1 erw i'r is-orsaf bresennol yn yr Wyfla, i ddarparu ar gyfer offer newydd sydd ei angen.
- Estyniad oddeutu 7 erw i'r is-orsaf bresennol ym Mhenitr, i ddarparu ar gyfer offer newydd sydd ei angen.
- Bydd y cais arfaethedig yn cynnwys gwaith gofynnol arall, er enghraifft, ffyrdd mynediad dros dro, gwaith priffyrdd, compowndiau gwaith dros dro, safleoedd gwaith a gwaith ategol.
- Mae'r Rhybudd hwn yn ymwneud â'r datblygiad y mae'r cais yn cael ei gynnal mewn perthynas ag ef, fel y disgrifir uchod.

- Hefyd, bydd y cais arfaethedig yn ceisio awdurdodi pryntar gorffodol y tir a'r buddiannau yn y tir a'r hawliau arno, trechu hawddfreintiau a hawliau eraill, defnydd dros dro o'r tir, a phwerau ategol eraill.
- Mae'r datblygiad yn ddatblygiad sy'n cael ei gyfrif fel datblygiad Aesau Effeithiau Amgylcheddol fel y'i diffinwyd yn y Rheoliadau Cynllunio Seilwaith (Aesau Effeithiau Amgylcheddol) 2009, fel y'u diwygiwyd. Felly bydd Datganiad Amgylcheddol yn cyd-fynd â'r cais arfaethedig, ac yn cynnwys gwlybodaeth amgylcheddol.
- Bydd y dogfennau, y planiau a'r mapiau sy'n dangos natur a lleoliad y datblygiad arfaethedig, gan gynnwys y wybodaeth amgylcheddol ragarweiniol, ar gael i'w lawrlwytho o 05 Hydref 2016 ymlaen yn www.cysylltiadgogleddcymru.com. Bydd copiau cyfeirio ar gael i'w gweld am ddim o 05 Hydref 2016 i 16 Rhagfyr 2016 mewn lleoliadau yng nghyffwrdd y Prosiect gydol ein hymyngoriad. Nodir y cyfeiriadau a'r amseroedd agor gyferbyn.
- Bydd copiau o'r dogfennau, y planiau, y mapiau a'r wybodaeth amgylcheddol ragarweiniol ar gael am ddim gan National Grid ar gof bach USB. Bydd ceisiadau am gopïau caled yn cael eu hadolygu fesul achos. Efallai y bydd tâl copïo rhesymol yn cael ei godi (hyd at uchafswm o £500 ar gyfer un casgliad llawn o ddogfennau), i'w dalu gan y derbynnydd.
- Dylid anfon pob ymateb i'r ymgyngoriad hwn drwy e-bost at nationalgrid@cysylltiadgogleddcymru.com neu drwy'r post i FREEPOST NATIONAL GRID NW CONNECTION. Gellir llenwi furflenni ymateb hefyd yn www.cysylltiadgogleddcymru.com
- Rhaid i National Grid dderbyn yr holl ymatebion erbyn 16 Rhagfyr 2016 er mwyn sicrhau eu bod yn cael eu hystyried. Mae'n debygol y bydd yr ymatebion yn cael eu gwneud yn gyhoeddus ond bydd manylion cyswllt/personol yn cael eu golygu.
- Wrth benderfynu ar ffurf derfynol y cais arfaethedig am orchymyn caniatâd datblygu ar gyfer y prosiect arfaethedig, byddwn yn ystyried unrhyw ymateb i'r cyhoeddiad hwn neu'r ymgyngoriad a dderbynnir cyn y dyddiad cad penodol.
- Efallai y bydd yn ofynnol i ni sicrhau bod copïau o'r sylwadau ar gael i'r Ysgrifenydd Gwladol. Fodd bynnag, byddwn yn gofyn i ffanylion personol beidio â chael eu nodi yn y cofnod cyhoeddus. Bydd manylion personol yn cael eu cadw'n ddiogel yn unol â Deddf Diogelu Data 1998 ac yn cael eu defnyddio mewn cysylltiad â'r broses ymgyngoriad a datblygiad y prosiect hwn yn unig. Ni fyddant yn cael eu datgelu i unrhyw drydydd partion, ac eithrio fel y nodir uchod.

Leoliad	Amseroedd agor
Ynys Môn	
Llyfrgell Amlwch Lôn Parys, Amlwch, Ynys Môn, LL68 9AB	Dydd Mawrth: 9:30am-12:30pm, 2pm-5pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 2pm-7pm, Dydd Gwener: 9:30am-12:30pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Biwmares Canolfan Gymuned David Hughes, Biwmares, Ynys Môn, LL58 8AL	Dydd Llun: 4pm-7pm, Dydd Mercher: 10am-1pm, Dydd Iau: 10am-1pm, Dydd Gwener: 10am-1pm, 2pm-5pm, Dydd Sadwrn: 10am-12pm
Llyfrgell Benllech Flordd Bangor, Benllech, Ynys Môn, LL74 8TF	Dydd Llun: 5pm-7pm, Dydd Mawrth: 2pm-5pm, Dydd Mercher: 10am-12pm, 2pm-4pm, Dydd Gwener: 2pm-7pm, Dydd Sadwrn: 10am-12:30pm
Llyfrgell Cemaes Flordd Glascoed, Lôn Glascoed, Cemaes, Ynys Môn, LL67 0HN	Dydd Llun: 2pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Gwener: 2pm-6pm
Llyfrgell Caerbygi Newry Fields, Caerbygi, Ynys Môn, LL65 1LA	Dydd Llun: 9:30am-6pm, Dydd Mawrth: 9:30am-6pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-6pm, Dydd Gwener: 9:30am-6pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Llangefni Lôn y Felin, Llangefni, Anglesey, LL77 7RT	Dydd Llun: 9am-7pm, Dydd Mawrth: 9am-5pm, Dydd Mercher: 9am-1pm, Dydd Iau: 9am-6pm, Dydd Gwener: 9am-7pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Porthaethwy Flordd y Ffair, Porthaethwy, Ynys Môn, LL59 5AS	Dydd Mawrth: 1pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 1pm-6pm, Dydd Gwener: 1pm-5pm, Dydd Sadwrn: 9:30am-12:30pm
Canolfan Busnes Môn Parc Busnes Bryn Cefni, Llangefni, Ynys Môn, LL77 7XA	Dydd Llun: 8:30am-5pm, Dydd Mawrth: 8:30am-5pm, Dydd Mercher: 8:30am-5pm, Dydd Iau: 8:30am-5pm, Dydd Gwener: 8:30am-5pm
Prif Swyddfa Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangefni, Ynys Môn, LL77 7TW	Dydd Llun: 8:45am-5pm, Dydd Mawrth: 8:45am-5pm, Dydd Mercher: 8:45am-5pm, Dydd Iau: 8:45am-5pm, Dydd Gwener: 8:45am-5pm
Gwasanaeth Cynllunio Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangefni, Ynys Môn, LL77 7TW	Dydd Llun: 8:45am-5pm, Dydd Mawrth: 8:45am-5pm, Dydd Mercher: 8:45am-5pm, Dydd Iau: 8:45am-5pm, Dydd Gwener: 8:45am-5pm
Gwynedd	
Llyfrgell Bangor Flordd Gwynedd, LL57 1DT	Dydd Llun: 9:30am-7pm, Dydd Mawrth: 9:30am-7pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-7pm, Dydd Gwener: 9:30am-7pm, Dydd Sadwrn: 9:30am-1pm
Llyfrgell Caernarfon Allt Pafiliwn, Caernarfon, LL55 1AS	Dydd Llun: 9:30am-7pm, Dydd Mawrth: 9:30am-7pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-7pm, Dydd Gwener: 9:30am-7pm, Dydd Sadwrn: 9:30am-1pm
Siop Gwynedd Prif Swyddfa Cyngor Gwynedd, Stryd y Castell, Caernarfon, Gwynedd, LL55 1SE	Dydd Llun: 8:40am-5pm, Dydd Mawrth: 8:40am-5pm, Dydd Mercher: 8:40am-5pm, Dydd Iau: 8:40am-5pm, Dydd Gwener: 8:40am-5pm

Section 48, Planning Act 2008 (as amended)

Regulation 4, The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Notice of the proposed application for a development consent order (DCO) to construct the North Wales Connection Project

- Notice is hereby given that National Grid Electricity Transmission Limited (National Grid) of 1 – 3 Strand, London WC2N 5EH intends to apply to the Secretary of State for Business, Energy and Industrial Strategy under Section 37 of the Planning Act 2008 (as amended) for a development consent order (DCO) to authorise the North Wales Connection Project.
- The proposed project is to connect the proposed Wyfla Newydd nuclear power station to the existing national transmission network by means of a new 400 kV connection running from the existing substation at Wyfla to the existing substation at Pentir, Gwynedd. The connection is proposed to be constructed by means of both overhead line and a tunnel beneath the Menai Strait.
- The overhead line section will incorporate the following proposed elements:
construction of approximately 30 kilometres (18.5 miles) of overhead line in Anglesey and Gwynedd, between Wyfla substation and Pentir substation and small changes to the existing 400 kV overhead line;
a circa 2 acre sealing end compound and tunnel head house at Brant; and a circa 2 acre sealing end compound and tunnel head house situated at Ty Fodol
Sealing end compounds are required to change the connection from overhead to underground and tunnel head houses are built on the top of the vertical tunnel shafts to provide permanent access for maintenance and house equipment.
- The tunnel section will consist of around 4 kilometres (2.5 miles) of tunnel running between the two proposed tunnel head houses.
- A circa 1 acre extension to the existing substation at Wyfla, needed to accommodate new equipment.
- A circa 7 acre extension to the existing substation at Pentir, needed to accommodate new equipment.
- The proposed application will include other required works, for example, temporary access roads, highway works, temporary works compounds, work sites and ancillary works.
- This Notice relates to the development in respect of which the application is proposed as described above.

- The proposed application will also seek authorisation for the compulsory acquisition of land and interests in and rights over land, over-riding easements and other rights, the temporary use of land, and other ancillary powers.
- The development is an Environmental Impact Assessment development as defined in The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, as amended. The proposed application will therefore be accompanied by an Environmental Statement containing environmental information.
- The documents, plans and maps showing the nature and location of the proposed development, including the preliminary environmental information, will be available to download from 05 October 2016 on www.northwalesconnection.com. Reference copies will be available to view free of charge from 05 October 2016 to 16 December 2016 at locations in the vicinity of the Project for the duration of our consultation. Addresses and opening times are provided opposite.
- Copies of the documents, plans, maps and preliminary environmental information can be obtained 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.
- Responses to this consultation should be sent by email to nationalgrid@northwalesconnection.com or by post to FREEPOST NATIONAL GRID NW CONNECTION. Feedback forms can also be completed at www.northwalesconnection.com
- National Grid must receive all responses by 16 December 2016 to ensure their consideration. Please note that responses are likely to be made public, but that contact/personal details will be redacted.
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Benllech Library Bangor Road, Benllech, Anglesey, LL74 8TF	Monday: 5pm–7pm, Tuesday: 2pm–5pm, Wednesday: 10am–12pm and 2pm–4pm, Friday: 2pm–7pm, Saturday: 10am–12:30pm
Cemaes Library Glascoed Road, Cemaes Bay, 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: 9:30am–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, 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 Offices Isle of Anglesey County Council, Council Offices, Llangefni, Anglesey, LL17 7TW	Monday: 8:45am–5pm, Tuesday: 8:45am–5pm, Wednesday: 8:45am–5pm, Thursday: 8:45am–5pm, Friday: 8:45am–5pm
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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

Adran 48, Deddf Cynllunio 2008 (fel y'i diwygiwyd)

Rheoliad 4, Rheoliadau Cynllunio Seilwaith (Ceisiadau: Ffurflenni a Gweithdrefn Ragnodedig) 2009

Rhybudd ynghylch y cais arfaethedig am orchymyn caniatâd datblygu (DCO) i adelladu Prosiect Cysylltiad Gogledd Cymru

- Cyflwynir rhybudd trwy hyn bod National Grid Electricity Transmission Limited (National Grid) o 1 – 3 Strand, Llundain WC2N 5EH yn bwriadu gwneud cais i'r Ysgrifennydd Gwladol ar dros Fusnes, Ynni a Strategaeth Ddiwydiannol o dan Adran 37 Deddf Cynllunio 2008 (fel y'i diwygiwyd) am orchymyn caniatâd datblygu (DCO) i awdurdodi Prosiect Cysylltiad Gogledd Cymru.
- Bydd y prosiect arfaethedig yn cysylltu atomfa arfaethedig Wyfla Newydd â'r rhydwyaith trawsyrnu cenedlaethol presennol drwy gyfrwng cyswllt 400kV newydd yn rhedeg o is-orsaf bresennol yr Wyfla i'r is-orsaf bresennol y Mhenitr, Gwynedd. Mae'n fwrdd creu'r cyswllt drwy gyfrwng llinell uwch ben a thwnnel o dan yr Afon Menai.
- Bydd y darn lle mae'r llinell uwch ben yn cynnwys yr elfennau a ganlyn:
adelladu tua 30 cilometr (18.5 milltir) o linell uwch ben ym Môn a Gwynedd, rhwng is-orsaf yr Wyfla ac is-orsaf Pentir a mân newidiadau i'r llinell uwch ben 400kV bresennol;
compownd pennaau selio ac adellad pen twnnel ar tua dwy erw o dir yn ardal Brant; a
chompownd pennaau selio ac adellad pen twnnel ar tua dwy erw o dir yn ardal Ty Fodol
Mae angen compowndiau pennaau selio er mwyn newid y cysylltiad uwch ben yn gysylltiad tanddaear a chodir adelladau pen twnnel uwchben safiannu fertigol y twnnel i ddal offer ac i ddarparu mynediad parhaol i wneud gwaith cynnal a chadw.
- Bydd adran y twnnel yn cynnwys oddeutu 4 cilometr (2.5 milltir) o dwnnel yn rhedeg rhwng y ddau adellad pen twnnel arfaethedig.
- Estyniad oddeutu 1 erw i'r is-orsaf bresennol yn yr Wyfla, i ddarparu ar gyfer offer newydd sydd ei angen.
- Estyniad oddeutu 7 erw i'r is-orsaf bresennol ym Mhenitr, i ddarparu ar gyfer offer newydd sydd ei angen.
- Bydd y cais arfaethedig yn cynnwys gwaith gofynnol arall, er enghraifft, ffyrdd mynediad dros dro, gwaith priffyrdd, compowndiau gwaith dros dro, safleoedd gwaith a gwaith ategol.
- Mae'r Rhybudd hwn yn ymwneud â'r datblygiad y mae'r cais yn cael ei gynnal mewn perthynas ag ef, fel y disgrifir uchod.

- Hefyd, bydd y cais arfaethedig yn ceisio awdurdodi pryntar gorfodol y tir a'r buddiannau yn y tir a'r hawliau arno, trechu hawddfreintiau a hawliau eraill, defnydd dros dro o'r tir, a phwerau ategol eraill.
- Mae'r datblygiad yn ddatblygiad sy'n cael ei gyfrif fel datblygiad Aesau Effeithiau Amgylcheddol fel y'i diffinwyd yn y Rheoliadau Cynllunio Seilwaith (Aesau Effeithiau Amgylcheddol) 2009, fel y'u diwygiwyd. Felly bydd Datganiad Amgylcheddol yn cyd-fynd â'r cais arfaethedig, ac yn cynnwys gwylbodaeth amgylcheddol.
- Bydd y dogfennau, y planiau a'r mapiau sy'n dangos natur a lleoliad y datblygiad arfaethedig, gan gynnwys y wybodaeth amgylcheddol ragarweiniol, ar gael i'w lawrlwytho o 05 Hydref 2016 ymlaen yn www.cysylltiadgogleddcymru.com. Bydd copiau cyfeirio ar gael i'w gweld am ddim o 05 Hydref 2016 i 16 Rhagfyr 2016 mewn lleoliadau yng nghyffwrdd y Prosiect gydol ein hymgyngoriad. Nodir y cyfeiriadau a'r amseroedd agor gyferbyn.
- Bydd copiau o'r dogfennau, y planiau, y mapiau a'r wybodaeth amgylcheddol ragarweiniol ar gael am ddim gan National Grid ar gof bach USB. Bydd ceisiadau am gopïau caled yn cael eu hadolygu fesul achos. Efallai y bydd tâl copïo rhesymol yn cael ei godi (hyd at uchafswm o £500 ar gyfer un casgliad llawn o ddogfennau), i'w dalu gan y derbynnydd.
- Dylid anfon pob ymateb i'r ymgyngoriad hwn drwy e-bost at nationalgrid@cysylltiadgogleddcymru.com neu drwy'r post i FREEPOST NATIONAL GRID NW CONNECTION. Gellir llenwi furflenni ymateb hefyd yn www.cysylltiadgogleddcymru.com
- Rhaid i National Grid dderbyn yr holl ymatebion erbyn 16 Rhagfyr 2016 er mwyn sicrhau eu bod yn cael eu hystyried. Mae'n debygol y bydd yr ymatebion yn cael eu gwneud yn gyhoeddus ond bydd manylion cyswllt/personol yn cael eu golygu.
- Wth benderfynu ar ffurf derfynol y cais arfaethedig am orchymyn caniatâd datblygu ar gyfer y prosiect arfaethedig, byddwn yn ystyried unrhyw ymateb i'r cyhoeddiad hwn neu'r ymgyngoriad a dderbynnir cyn y dyddiad cad penodol.
- Efallai y bydd yn ofynnol i ni sicrhau bod copïau o'r sylwadau ar gael i'r Ysgrifennydd Gwladol. Fodd bynnag, byddwn yn gofyn i ffynion personol beidio â chael eu nodi yn y cofnod cyhoeddus. Bydd manylion personol yn cael eu cadw'n ddiogel yn unol â Deddf Diogelu Data 1998 ac yn cael eu defnyddio mewn cysylltiad â'r broses ymgyngoriad a datblygiad y prosiect hwn yn unig. Ni fyddant yn cael eu datgelu i unrhyw drydydd partion, ac eithrio fel y nodir uchod.

Leoliad	Amseroedd agor
Ynys Môn	
Llyfrgell Amlwch Lôn Parys, Amlwch, Ynys Môn, LL68 9AB	Dydd Mawrth: 9:30am-12:30pm, 2pm-5pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 2pm-7pm, Dydd Gwener: 9:30am-12:30pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Biwmares Canolfan Gymuned David Hughes, Biwmares, Ynys Môn, LL58 8AL	Dydd Llun: 4pm-7pm, Dydd Mercher: 10am-1pm, Dydd Iau: 10am-1pm, Dydd Gwener: 10am-1pm, 2pm-5pm, Dydd Sadwrn: 10am-12pm
Llyfrgell Benllech Flordd Bangor, Benllech, Ynys Môn, LL74 8TF	Dydd Llun: 5pm-7pm, Dydd Mawrth: 2pm-5pm, Dydd Mercher: 10am-12pm, 2pm-4pm, Dydd Gwener: 2pm-7pm, Dydd Sadwrn: 10am-12:30pm
Llyfrgell Cemaes Flordd Glascoed, Lôn Glascoed, Cemaes, Ynys Môn, LL67 0HN	Dydd Llun: 2pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Gwener: 2pm-6pm
Llyfrgell Caerbygi Newry Fields, Caerbygi, Ynys Môn, LL65 1LA	Dydd Llun: 9:30am-6pm, Dydd Mawrth: 9:30am-6pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-6pm, Dydd Gwener: 9:30am-6pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Llangefni Lôn y Felin, Llangefni, Anglesey, LL77 7RT	Dydd Llun: 9am-7pm, Dydd Mawrth: 9am-5pm, Dydd Mercher: 9am-1pm, Dydd Iau: 9am-6pm, Dydd Gwener: 9am-7pm, Dydd Sadwrn: 9:30am-12:30pm
Llyfrgell Porthaethwy Flordd y Ffair, Porthaethwy, Ynys Môn, LL59 5AS	Dydd Mawrth: 1pm-6pm, Dydd Mercher: 9:30am-12:30pm, Dydd Iau: 1pm-6pm, Dydd Gwener: 1pm-5pm, Dydd Sadwrn: 9:30am-12:30pm
Canolfan Busnes Môn Parc Busnes Bryn Cefni, Llangefni, Ynys Môn, LL77 7XA	Dydd Llun: 8:30am-5pm, Dydd Mawrth: 8:30am-5pm, Dydd Mercher: 8:30am-5pm, Dydd Iau: 8:30am-5pm, Dydd Gwener: 8:30am-5pm
Prif Swyddfa Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangefni, Ynys Môn, LL77 7TW	Dydd Llun: 8:45am-5pm, Dydd Mawrth: 8:45am-5pm, Dydd Mercher: 8:45am-5pm, Dydd Iau: 8:45am-5pm, Dydd Gwener: 8:45am-5pm
Gwasanaeth Cynllunio Cyngor Sir Ynys Môn Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangefni, Ynys Môn, LL77 7TW	Dydd Llun: 8:45am-5pm, Dydd Mawrth: 8:45am-5pm, Dydd Mercher: 8:45am-5pm, Dydd Iau: 8:45am-5pm, Dydd Gwener: 8:45am-5pm
Gwynedd	
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Llyfrgell Caernarfon Allt Pafiliwn, Caernarfon, LL55 1AS	Dydd Llun: 9:30am-7pm, Dydd Mawrth: 9:30am-7pm, Dydd Mercher: 9:30am-1pm, Dydd Iau: 9:30am-7pm, Dydd Gwener: 9:30am-7pm, Dydd Sadwrn: 9:30am-1pm
Siop Gwynedd Prif Swyddfa Cyngor Gwynedd, Stryd y Castell, Caernarfon, Gwynedd, LL55 1SE	Dydd Llun: 8:40am-5pm, Dydd Mawrth: 8:40am-5pm, Dydd Mercher: 8:40am-5pm, Dydd Iau: 8:40am-5pm, Dydd Gwener: 8:40am-5pm

Section 48, Planning Act 2008 (as amended)

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Anglesey	
Amlwch Library Lôn Parys, Amlwch, Anglesey, LL68 9AB	Tuesday: 9:30am–12:30pm and 2pm–5pm, Wednesday: 9:30am–12:30pm, Thursday: 2pm–7pm, Friday: 9:30am–12:30pm, Saturday: 9:30am–12:30pm
Baumaris Library David Hughes Community Centre, Baumaris, Anglesey, LL58 8AL	Monday: 4pm–7pm, Wednesday: 10am–1pm, Thursday: 10am–1pm, Friday: 10am–1pm and 2pm–5pm, Saturday: 10am–12pm
Benllech Library Bangor Road, Benllech, Anglesey, LL74 8TF	Monday: 5pm–7pm, Tuesday: 2pm–5pm, Wednesday: 10am–12pm and 2pm–4pm, Friday: 2pm–7pm, Saturday: 10am–12:30pm
Cemaes Library Glascoed Road, Cemaes Bay, 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: 9:30am–12:30pm
Menai Bridge Library Wood Street, Menai Bridge, Anglesey, LL59 5AS	Tuesday: 1pm–6pm, Wednesday: 9:30am–12:30pm, Friday: 1pm–5pm, 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 Offices Isle of Anglesey County Council, Council Offices, Llangefni, Anglesey, LL17 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 , Isle of Anglesey County Council, Council Offices, Llangefni, Anglesey, LL17 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

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Police increase patrols after Manchester rapes

Police have increased patrols in Manchester city centre after two young women were raped within 12 days. A 24-year-old woman was sexually assaulted just before midnight on Sunday in the second attack in two weeks. The same 12 days after an 18-year-old was raped and robbed by a man helped by two women on a secluded pathway in city centre. Detectives are not linking the attacks to have increased patrols as they hunt for the four suspects. John Mulvihill of Greater Manchester police's major incident team said: "I understand that an incident like this causes concern and I want to assure the community that we have increased patrols in response. We are very much in the early stages of our investigation and we are treating this as an isolated incident. We are also working to provide the victim with support from specially trained officers. This happened in the city centre, just off a busy road when people would have been around and seen something. We would urge anybody who has information that can help our investigation to contact the police. Everyone has the right to go about their daily lives without being attacked and we will not tolerate this." The latest attack happened on a quiet street near the John Rylands library, Deansgate, one of the busiest shopping streets in the city. Police said the woman ran off across Deansgate seeking help and was discovered in nearby Motte Street. The teenage victim of last month's city centre rape was reportedly out with her family when she was attacked on 21 September. Moore said the 18-year-old had been left "extremely traumatised" after she was pinned down and raped by a man who was helped by two women. The police are trawling through of CCTV footage in an attempt to catch the attackers. **Josh Halliday**



Salad? It just makes me yawn

Lola, a 12-year-old common hippopotamus, is fed by her keeper at Whipsnade zoo as a companion looks on expectantly. Photograph: Tony Margiocchi/Barcroft Images

the age of 49. Women aged 49 to 64 are invited for screening every five years. While screening has traditionally involved looking for abnormal cells from a smear test, followed by HPV testing if abnormalities are found, in July it was announced that the UK will shift to an approach whereby samples will be screened for HPV first. As a result, the UK is reconsidering its stance on the length of screening intervals, while in the Netherlands - which is also pursuing an HPV-first approach - intervals between screening rounds are set to increase from five years to 10 from 2017 for HPV-negative women over the age of 40. The research also found HPV testing is more accurate than examination of cells from smear tests. **Nicola Davis**

Police Boy, 12, suffers serious burns on railway tracks

A 12-year-old boy is critically ill in hospital after suffering severe electrical burns on railway lines near Doncaster. The boy was injured close to South Elmsall on Monday evening. The British Transport police said officers and paramedics were called after receiving reports of a person on the tracks just before 6.15pm. Officers are believed to be investigating claims that a group of children were playing on a bridge when one fell on to the tracks. A spokesman for the British Transport police said an investigation had been launched into how the boy came to be on the line. The force said: "We attended alongside paramedics and a 12-year-old boy was treated by paramedics for serious electrical burns. He was taken to hospital where he remains in a critical condition." Rail passengers experienced long delays to the busy rush-hour service between Leeds and Sheffield. Anyone with any information is asked to contact the British Transport police by sending a text to 61016 or by calling 0800 40 50 40 and quoting 412. **Josh Halliday**

Scotland Tagged offenders could be tested for alcohol

Offenders could have their sweat tested for alcohol or have their movements tracked using GPS tagging under community sentencing plans announced by the Scottish government. The roll-out of new tagging technology, including transdermal alcohol monitoring, which tests the amount of ethanol in sweat, was one of the recommendations of a working group of experts, which the Scottish government will now implement. Announcing the programme, the justice secretary, Michael Matheson, linked the Scottish National party government's development of effective community interventions with a reconviction rate that is at a 17-year low, driven largely by a decline in youth reoffending.

Matheson said: "There will always be crimes where a prison sentence is the only reasonable response, but international research backs our own experience that short-term sentences are not the most effective way to bring down reoffending." The group of experts included the pioneering violence-reduction authority Karyn McCluskey, who was appointed chief executive of a new body, Community Justice Scotland, last month and tasked with spearheading a further drive to reduce reoffending. Hannah Graham, a criminologist at Stirling University who carried out the report studies, said: "The recommendation to introduce electronic monitoring as an alternative to remand opens up extra opportunities to address [the disproportionately high numbers of people on remand in prison] by closely monitoring and supporting more people in the community pre-trial, without losing sight of the need to ensure public safety." **Libby Brooks**

Cervical cancer Longer gap for screening would be safe - study

The length of time between cervical screenings can safely be extended to a decade for some women, research suggests. The findings from researchers in the Netherlands show that for women over the age of 40 who test negative for the human papillomavirus (HPV), the gap between screening rounds could be 'upped' to 10 years. Almost 900 women in the UK died from cervical cancer in 2014, with the disease the most common cancer among women aged between 15 and 34. Among the risk factors for the disease is infection with certain types of HPV. Currently, women in the UK are invited for their first round of screening at the age of 25, with three-year intervals between screening rounds until

National Grid Electricity Transmission plc – North Wales Connection Project

nationalgrid

Section 48, Planning Act 2008 (as amended) Regulation 4, The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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13. Responses to this consultation should be sent by email to nationalgrid@northwalesconnection.com or by post to FREEPOST NATIONAL GRID NW CONNECTION. Feedback forms can also be completed at www.northwalesconnection.com

14. National Grid **must** receive all responses by 16 December 2016 to ensure their consideration. Please note that responses are likely to be made public, but that contact/personal details will be redacted.

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Beaumaris Library David Hughes Community Centre, Beaumaris, Anglesey, LL58 8AL	Monday: 4pm–7pm, Wednesday: 10am–1pm, Thursday: 10am–1pm, Friday: 10am–1pm and 2pm–5pm, Saturday: 10am–12pm
Benllech Library Bangor Road, Benllech, Anglesey, LL74 8TF	Monday: 5pm–7pm, Tuesday: 2pm–5pm, Wednesday: 10am–12pm and 2pm–4pm, Friday: 2pm–7pm, Saturday: 10am–12:30pm
Cemaes Library Glascoed Road, Cemaes Bay, 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: 9.30am–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, 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
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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

ENVIRONMENT & INFRASTRUCTURE

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of an area of highway verge to the east of Sudlow Lane, at the site of Parkgate Farm, at Tabley in the Borough of Cheshire East.

If made, the Order would authorise the stopping up only to enable development as permitted by Cheshire East Council under reference 15/0745M.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Knutsford Library, Toft Road, Knutsford, Cheshire WA16 0PG in the 28 days commencing on 5 October 2016, and may be obtained, free of charge, from the address stated below quoting NATTRAN/NW/S247/2470.

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on 31 October 2016. Any person submitting any correspondence is advised that your personal data and correspondence will be passed to the applicant/agent to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your correspondence.

S Zamenzadeh, Casework Manager

(2622911)

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of a length of Oakford Close and four lengths of footpath connecting Oakford Close to the rear of the Post Office on Broxtowe Lane at Aspley, in the City of Nottingham.

If made, the Order would authorise the stopping up only to enable development to be carried out should planning permission be granted by Nottingham City Council. The Secretary of State gives notice of the draft Order under Section 253 (1) of the 1990 Act.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Nottingham City Council (public rights of way, traffic and safety), Loxley House, Station Street, Nottingham NG2 3NG in the 28 days commencing on 06 October 2016, and may be obtained, free of charge, from the address stated below quoting NATTRAN/EM/S247/2478.

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on 02 November 2016. You are advised that your personal data and correspondence will be passed to the applicant/agent to enable your objection to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection.

D Candlish, Head of Team

(2622935)

THE LONDON BOROUGH OF BARKING AND DAGENHAM TOWN AND COUNTRY PLANNING ACT 1990 (THE "ACT") THE LONDON BOROUGH OF BARKING AND DAGENHAM STOPPING UP OF SECTION OF HIGHWAY AT CYCLE AND FOOTPATH EAST OF ST ANN'S GASCOIGNE ESTATE BARKING ORDER 2016

THE MAYOR AND BURGESSES OF THE LONDON BOROUGH OF BARKING AND DAGENHAM ("THE COUNCIL") hereby gives notice that it has made an Order under section 247 of the above Act and shall be entitled the London Borough of Barking and Dagenham Stopping Up of Section of Highway at Cycle and Footpath East of St Ann's Gascoigne Estate Barking Order 2016 in order to enable the development described in the schedule to be carried out in accordance with the planning permission granted under Part III of the Act to an application by the London Borough of Barking and Dagenham under Application No.14/00703/OUT.

COPIES OF THE ORDER MAY BE OBTAINED, free of charge, on application to The Legal Practice, Barking and Dagenham Council, Civic Centre, Wood Lane, Dagenham RM10 7BN (quoting reference PRF IKEN 014050) and may be inspected at all reasonable hours at the offices of the London Borough of Barking and Dagenham at the above address.

ANY PERSON AGGRIEVED BY THE ORDER and desiring to question the validity thereof, or any other provision contained therein, on the ground that is it not within the powers of the above Act or that any requirement of that Act or of any regulation made thereunder has not been complied with in relation to the Order, may, within 6 weeks of 5th October 2016 apply to the High Court for the suspension or quashing of the Order or any provision contained therein.

Fiona Taylor

Director of Law and Governance

SCHEDULE

Closure of section of the highway composed of cycle and foot path running east of St Ann's Gascoigne Estate Barking to enable the construction of new dwellings. (2622938)

NATIONAL GRID ELECTRICITY TRANSMISSION PLC – NORTH WALES CONNECTION PROJECT SECTION 48, PLANNING ACT 2008 (AS AMENDED) REGULATION 4, THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

Notice of the proposed application for a development consent order (DCO) to construct the North Wales Connection Project

1. Notice is hereby given that National Grid Electricity Transmission Limited (National Grid) of 1 – 3 Strand, London WC2N 5EH intends to apply to the Secretary of State for Business, Energy and Industrial Strategy under Section 37 of the Planning Act 2008 (as amended) for a development consent order (DCO) to authorise the North Wales Connection Project.

2. The proposed project is to connect the proposed Wylfa Newydd nuclear power station to the existing national transmission network by means of a new 400 kV connection running from the existing substation at Wylfa to the existing substation at Pentir, Gwynedd. The connection is proposed to be constructed by means of both overhead line and a tunnel beneath the Menai Strait.

3. The overhead line section will incorporate the following proposed elements:

construction of approximately 30 kilometres (18.5 miles) of overhead line in Anglesey and Gwynedd, between Wylfa substation and Pentir substation and small changes to the existing 400 kV overhead line; a circa 2 acre sealing end compound and tunnel head house at Braint; and a circa 2 acre sealing end compound and tunnel head house situated at Tŷ Fodol

Sealing end compounds are required to change the connection from overhead to underground and tunnel head houses are built on the top of the vertical tunnel shafts to provide permanent access for maintenance and house equipment.

4. The tunnel section will consist of around 4 kilometres (2.5 miles) of tunnel running between the two proposed tunnel head houses.

5. A circa 1 acre extension to the existing substation at Wylfa, needed to accommodate new equipment.

6. A circa 7 acre extension to the existing substation at Pentir, needed to accommodate new equipment.

7. The proposed application will include other required works, for example, temporary access roads, highway works, temporary works compounds, work sites and ancillary works.

8. This Notice relates to the development in respect of which the application is proposed as described above.

9. The proposed application will also seek authorisation for the compulsory acquisition of land and interests in and rights over land, over-riding easements and other rights, the temporary use of land, and other ancillary powers.

10. The development is an Environmental Impact Assessment development as defined in The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, as amended. The proposed application will therefore be accompanied by an Environmental Statement containing environmental information.

11. The documents, plans and maps showing the nature and location of the proposed development, including the preliminary environmental information, will be available to download from 05 October 2016 on www.northwalesconnection.com. Reference copies will be available to view free of charge from 05 October 2016 to 16 December 2016 at locations in the vicinity of the Project for the duration of our consultation. Addresses and opening times are provided opposite.

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13. Responses to this consultation should be sent by email to nationalgrid@northwalesconnection.com or by post to **FREEôPOST NATIONAL GRID NW CONNECTION**. Feedback forms can also be completed at www.northwalesconnection.com

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Llangefni Library	

Lon y Felin, Llangefni, Anglesey, LL77 7RT	Wednesday: 9am-1pm, Thursday: 9am-6pm, Friday: 9am-7pm, Saturday: 9.30am-12.30pm Tuesday: 1pm-6pm, Wednesday: 9:30am-12:30pm, Thursday: 1pm-6pm, Friday: 1pm-5pm, Saturday: 9:30am-12:30pm
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(2622929)

Property & land

PROPERTY DISCLAIMERS

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV21615090/1/DO

1 In this notice the following shall apply:

Company Name: **W.W. COURTENAY LIMITED**

Company Number: 222535

Interest: freehold

Title number: K22430

Property: The Property situated at Land and buildings on the West side of Baston Road, Bromley being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 13 September 2016.

Assistant Treasury Solicitor

30 September 2016

(2623312)



Costamare trims dividend to gear up for difficult market

Owner of 72 containerships takes 'necessary steps', including \$760m of debt deals

COSTAMARE, the Greece-based containership owner, has sharply trimmed dividend payouts as its bolsters its ability to deal with bleak containership market conditions, writes Nigel Lowry.

The owner of 72 boxships on the water and on order will pay a \$0.10 per share cash dividend for the third quarter, down from \$0.29 per share for the previous quarter.

The founding Konstantakopoulos family, which controls more than 65% of the company, has declared it will opt to reinvest its full third-quarter dividend in additional shares.

It is the second consecutive quarter that family members, described as "long-term committed shareholders", will take its dividend fully in stock since introduction of the dividend reinvestment plan earlier this year.

Any common shareholder can choose to take dividends fully or partly in the form of shares on a quarter-by-quarter basis.

At the same time, Costamare announced payment as normal of cash



Costamare has unveiled a series of transactions with lenders to fortify its finances and preserve liquidity.

dividends to series B, C and D preferred stockholders.

Meanwhile, the company has unveiled a series of transactions with lenders to fortify its finances and preserve liquidity.

"Our goal is to strengthen the company and enhance long-term shareholder value," said chief financial officer Gregory Zikos.

"Managing our debt repayment schedule, minimising our capital commitments and adjusting the dividend are necessary steps in today's market environment," he said.

So far in 2016, New York-listed Costamare has completed debt financing deals covering \$760m through raising new loans, as well as refinancing or extending existing debt.

Of that amount, about \$400m involved extending for three years debt maturing in 2017 and 2018.

This has left no debt maturities for next year and the agreements to extend amortisation of balloon payments has left just \$80m for 2018.

About \$150m of existing facilities have been refinanced and about \$170m in

newbuilding financing has been arranged, Costamare said.

The latest newbuilding loan agreements were signed with a European bank in August to finance third and fourth 11,000 teu vessels under construction for Costamare and joint venture partner York Capital Management at Hanjin's Subic Bay shipyard.

The new three-year facility is for \$87m to cover remaining yard instalments for the two vessels.

In addition, another \$40m in new finance has been raised on previously unencumbered vessels in the fleet.

National Grid Electricity Transmission plc – North Wales Connection Project

Section 48, Planning Act 2008 (as amended)

Regulation 4, The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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PUBLIC NOTICE

National Grid Electricity Transmission plc – North Wales Connection Project
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7. The proposed application will include other required works, for example, temporary access roads, highway works, temporary works compounds, work sites and ancillary works.

8. This Notice relates to the development in respect of which the application is proposed as described above.

9. The proposed application will also seek authorisation for the compulsory acquisition of land and interests in and rights over land, over-riding easements and other rights, the temporary use of land, and other ancillary powers.

10. The development is an Environmental Impact Assessment development as defined in The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, as amended. The proposed application will therefore be accompanied by an Environmental Statement containing environmental information.

11. The documents, plans and maps showing the nature and location of the proposed development, including the preliminary environmental information, will be available to download from 05 October 2016 on www.northwalesconnection.com. Reference copies will be available to view free of charge from 05 October 2016 to 16 December 2016 at locations in the vicinity of the Project for the duration of our consultation. Addresses and opening times are provided opposite.

12. Copies of the documents, plans, maps and preliminary environmental information can be obtained 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.

13. Responses to this consultation should be sent by email to nationalgrid@northwalesconnection.com or by post to **FREEPOST NATIONAL GRID NW CONNECTION**. Feedback forms can also be completed at www.northwalesconnection.com

14. National Grid must receive all responses by 16 December 2016 to ensure their consideration. Please note that responses are likely to be made public, but that contact/personal details will be redacted.

15. When deciding on the final form of the proposed application for a development consent order for the proposed project, we will take into account any response to this publicity or the consultation that is received before the specified deadline.

16. We may be required to make copies of representations available to the Secretary of State. We will, however, request that personal details are not placed on the public record. Personal details will be held securely in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and the development of this project and, except as noted above, will not be disclosed to any third parties.

Location	Opening times
Anglesey	
Amlwch Library Lôn Parys, Amlwch, Anglesey, LL68 9AB	Tuesday: 9:30am–12:30pm and 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 and 2pm–5pm, Saturday: 10am–12pm
Benllech Library Bangor Road, Benllech, Anglesey, LL74 8TF	Monday: 5pm–7pm, Tuesday: 2pm–5pm, Wednesday: 10am–12pm and 2pm–4pm, Friday: 2pm–7pm, Saturday: 10am–12:30pm
Cemaes Library Glascoed Road, Cemaes Bay, 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: 9:30am–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, 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 offices Isle of Anglesey County Council, Council Offices, Llangefni, Anglesey, LL17 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, Isle of Anglesey County Council, Council Offices, Llangefni, Anglesey, LL17 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