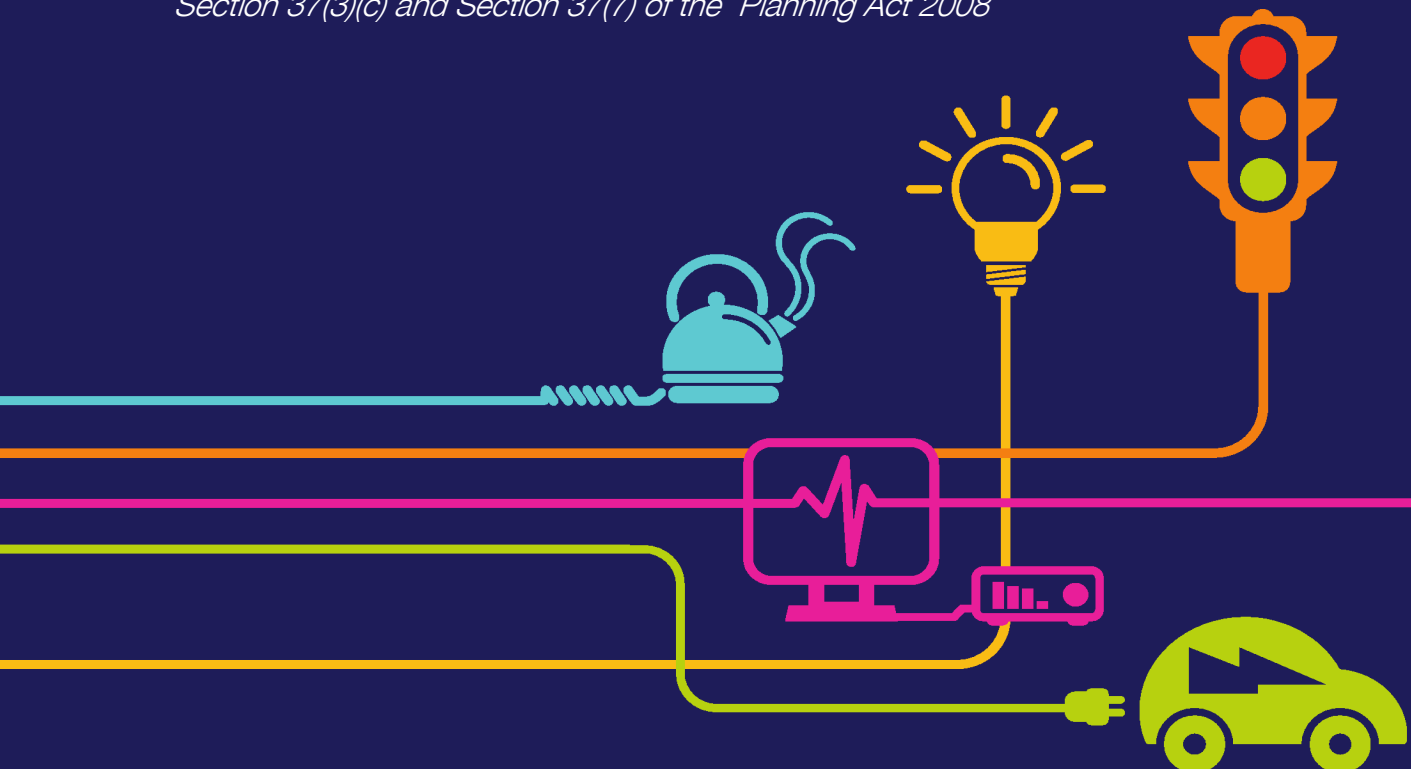


DOCUMENT 6.2 (Part 3 of 3)

Consultation Report Appendices Appendices 22 - 41

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 3 of 3)

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

Final

September 2018

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| Appendix number | Appendix title |
|---|---|
| Materials and Advertising | |
| 22 | <p>Stage Three Consultation: Feedback Form (October 2016) The feedback form included a combination of open and closed questions with space for respondents to communicate additional views or comments.</p> |
| 23 | <p>Stage Three Consultation: Project Newsletter (October 2016) Provides the headlines of National Grid’s proposals and details of the consultation. It includes a large map of the proposals and details of how to get involved in the consultation.</p> |
| 24 | <p>Stage Three Consultation: Overview Document (October 2016) Provides an overview of the Project and information on National Grid’s proposals in each area. It includes pages on different sections of the proposals so people could easily identify which parts of the Project are of most interest. It also includes visualisations to show what the proposals could look like.</p> |
| 25 | <p>Stage Three Consultation: Questions & Answers (October 2016) The Q&A document summarises commonly-asked questions from members of the public and provided answers to these.</p> |
| 26 | <p>Stage Three Consultation Advertising (2016) National Grid undertook advertising to promote the exhibitions and information points to a wide audience, including people outside of the consultation zone. These adverts were published at the start of the statutory Stage Three Consultation, at the start of events and two weeks before the close of consultation.</p> |
| 27 | <p>Stage Three Consultation Posters (October 2016) Posters were sent to all town and community councils in the Project area, as well as a number of local businesses and tourism locations. A full list of all locations is provided in this appendix.</p> |
| Statement of Community Consultation (SoCC) | |
| 28 | <p>Draft Statement of Community Consultation (May 2016) Issued for formal consultation with Isle of Anglesey County Council and Gwynedd Council.</p> |
| 29 | <p>Letters to Isle of Anglesey County Council and Gwynedd Council accompanying the Draft SoCC for formal consultation (May 2016) These letters sought feedback on the draft SoCC.</p> |
| 30 | <p>Emails to Isle of Anglesey County Council and Gwynedd Council and responses provided A copy of emails from National Grid to the Isle of Anglesey County Council and Gwynedd Council requesting any comments on the final draft SoCC, and a copy of the responses received from both Councils.</p> |
| 31 | <p>Letter to Isle of Anglesey County Council National Grid’s response to comments raised by Isle of Anglesey County Council on the final draft SoCC.</p> |
| 32 | <p>Final Statement of Community Consultation (October 2016) Final SoCC published as part of the Stage Three Consultation.</p> |

| Stage Three Consultation Feedback | |
|---|---|
| 33 | <p>IACC and Gwynedd Council Feedback to Stage Three Consultation: Schedule of Responses to the Technical Reports</p> <p>Tables of the detailed consultation feedback received from the Isle of Anglesey County Council and Gwynedd Council on the Preferred Route Option Selection Report (2016), Draft Route Alignment Report (2016), Menai Strait Crossing Report (2016), Strategic Options Report (2016) and Project Need Case (2016), and how National Grid had regard to the comments made.</p> |
| 34 | <p>Analysis Process: Coding Framework of Feedback Received</p> <p>Dialogue by Design worked closely with the National Grid Project team to produce a detailed list of topics which accurately described the issues raised by respondents to the Stage Three Consultation.</p> |
| Post Stage Three Consultation and Engagement | |
| 35 | <p>Additional Section 42 Consultation with PILs</p> <p>Redacted example letters of additional section 42 consultation undertaken with PILs following the close of the Stage Three Consultation.</p> |
| 36 | <p>National Grid Spring 2017 Project Update: How feedback helps us</p> <p>A copy of the community update provided to everyone who had responded to the Stage Three Consultation with feedback and all Project stakeholder organisations. The update provided an overview of the feedback that was received to the consultation and some of the issues that were raised.</p> |
| 37 | <p>Localised non-statutory consultation on construction traffic routes</p> <p>A copy of the letters and maps issued for the localised non-statutory consultations on construction traffic routes undertaken June 2017 and May 2018.</p> |
| 38 | <p>National Grid Project Newsletter (Summer 2018)</p> <p>A copy of the Project update, which provided information on the work undertaken by National Grid since the close of the Stage Three Consultation, described how comments received during and following the Stage Three Consultation have been taken in to account, and introduced the PINS process following submission. It also included an update on National Grid's work regarding the Third Menai Crossing and in West Gwynedd.</p> |
| 39 | <p>Letters to PILs identified after 9th July 2018</p> <p>A copy of the letters written to any new person with a land interest identified after 9th July 2018, which contained details of the Project, where further information could be found, and how to get in touch with National Grid and provide comments to the Planning Inspectorate following submission of the DCO application.</p> |
| Other appendices | |
| 40 | <p>National Grid additional community engagement activity</p> <p>Contains a list of engagement activities carried out with community groups, educational facilities and events including support at Horizon engagement activities.</p> |
| 41 | <p>National Grid media engagement</p> <p>Contains a list of all media coverage from regional media relating to the North Wales Connection Project.</p> |

6.2.22

Appendix 22

Stage Three Consultation Feedback Form (Welsh and English)

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

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Prosiect Cysylltiad Gogledd Cymru

Hydref 2016

Cysylltu ynni newydd carbon isel yng Ngogledd Cymru

Ymgynghoriad yn agored rhwng 5 Hydref ac 16 Rhagfyr 2016

Eich cyfle chi i ddylanwadu ar gynlluniau National Grid ym Môn a Gwynedd

Mae National Grid yn bwriadu adeiladu ail gysylltiad ym Môn a Gwynedd ar gyfer atomfa newydd arfaethedig Pŵer Niwclear Horizon, Wylfa Newydd.

Mae hwn yn ymgynghoriad statudol sy'n rhan o'n cais am ganiatâd o dan Ddeddf Cynllunio 2008. Mae'n debygol mai hwn fydd ein hymgyngoriad olaf ar y cysylltiad cyfan.

Bydd eich ymateb chi'n ein helpu ni i adolygu'r cynlluniau, yn cynnwys gweld a oes ffyrdd y gallwn wneud mwy i leihau'r effeithiau ar gymunedau a'r ardal leol. Mae'n bwysig eich bod yn cyflwyno'ch sylwadau i ni os ydych am ddylanwadu ar y ffordd y caiff y cynlluniau eu datblygu.

HOFFEM GAEL EICH SYLWADAU AR:

- y llwybr manwl a lleoliad y peilonau
- y peilonau rhwyllwaith dur yr ydym yn bwriadu eu defnyddio
- ein gwaith yn twnelu o dan Afon Menai yn cynnwys adeiladau pen twnel a chompowndiau pennau selio ar y naill ben a'r llall i'r twnel
- estyniadau i'r is-orsafoedd presennol yn yr Wylfa a Phentir
- gwaith dros dro fel ierdydd adeiladu, manau ymuno â'r ffordd ac ardaloedd storio offer ar hyd y llwybr
- ffyrdd i'w defnyddio i ddanfôn deunyddiau a chludo gwastraff i ffwrdd
- gwaith sgrinio a chamau lliniaru eraill

- unrhyw beth arall yr hoffech ei ddweud wrthym am ein gwaith hyd yma

Hoffem wybod hefyd a oes materion eraill y credwch eu bod yn bwysig ac y dylem eu hystyried wrth ddatblygu'r cynlluniau. Mae'n bwysig hefyd eich bod yn dweud pam.

LLE I GAEL GWYBOD RHAGOR

Gall fod yn fuddiol i chi gael ein Trosolwg diweddaraf wrth law. Mae hwn yn cynnwys rhagor o wybodaeth am ein cynlluniau a lluniau gwneud yn dangos sut y gallai'r ail gysylltiad edrych. Mae llawer o wybodaeth, fideos, lluniau a mapiau ar wefan y prosiect (www.cysylltiadgogleddcymru.com). Rydym wedi rhoi dogfennau defnyddiol mewn llyfrgelloedd a chanolfannau dinesig ledled Ynys Môn a Gogledd Gwynedd hefyd. Ffoniwch ein tîm cysylltiadau cymunedol ar **0800 990 3567** neu ewch i'n gwefan i gael gwybod lle mae'r man agosaf neu i gael copïau o'n deunyddiau cymunedol.

Mae angen cyflwyno'r ffurflen hon cyn 16 Rhagfyr 2016 yn un o'n digwyddiadau neu ei hanfon i FREEPOST NATIONAL GRID NW CONNECTION.

Os oes arnoch angen rhagor o le, defnyddiwch bapur arall. Rydym hefyd yn croesawu ymateb trwy ein ffurflen ymateb ar-lein, trwy lythyr neu drwy neges ebost. Mae'r manylion ar y dudalen ôl.

GAIR AMDANOCH CHI

| | | | | | | | |
|---|-----------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| Teitl: | Enw Cyntaf: | Cyfenw: | | | | | |
| | | | | | | | |
| Cyfeiriad: | | | | | | | |
| | | | | | | | |
| Côd post: | | | | Rhif ffôn: | | | |
| | | | | | | | |
| Ebost: | | | | | | Dyn <input type="checkbox"/> | Menyw <input type="checkbox"/> |
| | | | | | | | |
| Oedran (ticiwch un) | O dan 20 <input type="checkbox"/> | 20-29 <input type="checkbox"/> | 30-39 <input type="checkbox"/> | 40-49 <input type="checkbox"/> | 50-59 <input type="checkbox"/> | 60-69 <input type="checkbox"/> | 70+ <input type="checkbox"/> |
| | | | | | | | |
| Ydych chi'n ymateb ar ran sefydliad? | | Ydw <input type="checkbox"/> | Na <input type="checkbox"/> | | | | |
| | | | | | | | |
| Os ydych, nodwch enw'r sefydliad a'ch swydd chi ynddo | | | | | | | |
| Enw'r Sefydliad: | | | | Swydd: | | | |
| | | | | | | | |
| A oes tir yr ydych yn berchen arno, yn ei ddal ar brydles, yn ddeilad arno neu y mae gennych fuddiannau ynddo neu hawliau drosto (fel hawliau tramwy preifat neu hawliau hela) yn cael ei effeithio gan ein prosiect arfaethedig? | | | | | | | |
| Oes <input type="checkbox"/> Na <input type="checkbox"/> Cyfeiriad y tir: | | | | | | | |
| | | | | | | | |
| Ydych chi wedi anfon sylwadau am ein cynlluniau neu ymateb iddynt o'r blaen (ar ffurf llythyr, ffurflen ymateb bapur neu ar lein, neu neges ebost)? | | | | | | | |
| Ydw <input type="checkbox"/> Na <input type="checkbox"/> Trwy: | | | | | | | |
| | | | | | | | |
| Hoffem roi eich enw, eich cyfeiriad ebost a'ch cyfeiriad post yn ein cronfa ddata er mwyn anfon newyddion am y prosiect atoch o bryd i'w gilydd. Os ydych yn fodlon derbyn hyn, ticiwch yma <input type="checkbox"/> | | | | | | | |

C1. Is-orsaf yr Wylfa a'r llinell uwch ben ar Ynys Môn

Rydym yn bwriadu codi estyniad i is-orsaf yr Wylfa i ddal y cyfarpar y bydd arnom ei angen ar gyfer y cysylltiad newydd. Bwriadwn godi llinell uwch ben ychwanegol gan ddefnyddio peilonau rhwyllwaith dur ar Ynys Môn yn rhedeg fwy neu lai yn gyfochrog â'r llinell bresennol. Yn ogystal, rydym yn gwneud newidiadau bach i lwybr y llinell bresennol. Mae ein cynlluniau'n cynnwys yr ardaloedd y mae arnom eu hangen ar gyfer adeiladu a ffyrdd mynediad ar gyfer cerbydau.

Oes gennych chi sylwadau am y cynlluniau neu a oes rhyw newidiadau y credwch y gallwn eu gwneud i leihau'r effeithiau? Cofiwch ddweud wrthym. Mae'n bwysig hefyd eich bod yn dweud pam. Rydym wedi trefnu'r cynlluniau mewn chwe adran – A i F. Os yw'ch sylwadau'n cyfeirio at adran(nau) penodol, defnyddiwch y blychau ticio isod.

- | | | | |
|--|----------------------------------|----------------------------------|-----------------------------------|
| <input type="checkbox"/> Is-orsaf yr Wylfa | <input type="checkbox"/> Adran A | <input type="checkbox"/> Adran B | <input type="checkbox"/> Adran C |
| <input type="checkbox"/> Adran D | <input type="checkbox"/> Adran E | <input type="checkbox"/> Adran F | <input type="checkbox"/> Pob rhan |

C2. Y twnnel o dan Afon Menai a'r offer cysylltiedig

Rydym yn bwriadu defnyddio twnnel i fynd o dan Afon Menai. Bydd arnom angen offer parhaol ar y naill ben a'r llall i'r twnnel fel y gellir mynd iddo i'w drin (adeilad pen twnnel) ac offer i newid o linell uwch ben i gebl tanddaear (compownd pennau selio). Bydd yr offer yn ardaloedd Braint, Ynys Môn a Thŷ Fodol, Gwynedd. Mae ein cynlluniau'n cynnwys yr ardaloedd y mae arnom eu hangen ar gyfer adeiladu, ffyrdd mynediad ar gyfer cerbydau a gwybodaeth am ddanfon deunyddiau i'r safle a chludo pethau oddi yno.

Oes gennych chi sylwadau am y cynlluniau neu a oes rhyw newidiadau y credwch y gallwn eu gwneud i leihau'r effeithiau? Cofiwch ddweud wrthym. Mae'n bwysig hefyd eich bod yn dweud pam. Os yw'ch sylwadau'n cyfeirio at ran(nau) penodol o gynllun y twnnel, defnyddiwch y blychau ticio isod.

- | | | | |
|---|--|--|-----------------------------------|
| <input type="checkbox"/> Compownd pennau selio Ynys Môn | <input type="checkbox"/> Adeilad pen twnnel Ynys Môn | <input type="checkbox"/> Compownd pennau selio Gwynedd | |
| <input type="checkbox"/> Adeilad pen twnnel Gwynedd | <input type="checkbox"/> Llwybr y twnnel | <input type="checkbox"/> Adeiladu'r twnnel | <input type="checkbox"/> Pob rhan |

C3. Y llinell uwch ben yng Ngogledd Gwynedd ac is-orsaf Pentir

Rydym yn bwriadu codi estyniad i is-orsaf Pentir i ddal y cyfarpar y bydd arnom ei angen ar gyfer y cysylltiad newydd. Rydym yn bwriadu codi llinell uwch ben ychwanegol gan ddefnyddio peilonau rhwyllwaith dur o gompownd pennau selio Tŷ Fodol i is-orsaf Pentir. Mae ein cynlluniau'n cynnwys yr ardal oedd y mae arnom eu hangen ar gyfer adeiladu a ffyrdd mynediad ar gyfer cerbydau.

Oes gennych chi sylwadau am y cynlluniau neu a oes rhyw newidiadau y credwch y gallwn eu gwneud i leihau'r effeithiau? Cofiwch ddweud wrthym. Mae'n bwysig hefyd eich bod yn dweud pam. Os yw'ch sylwadau'n cyfeirio at ran(nau) penodol o'r cynlluniau yng Ngogledd Gwynedd, defnyddiwch y blychau ticio isod.

Llinell uwch ben Is-orsaf Pentir Pob rhan

C4. Datblygiad y prosiect

Bu sawl cam i'r gwaith ers i ni ddeall yn 2012 bod angen ail gysylltiad. Roeddent yn cynnwys penderfynu mai cysylltiad dros y tir yw'r dechnoleg a ffefrir ar gyfer cysylltu Wylfa Newydd; llwybr trwy Ynys Môn a Gogledd Gwynedd sy'n cynnwys peilonau, a thwnnel o dan Afon Menai; a'r angen i gryfhau'r rhwydwaith presennol yng Ngorllewin Gwynedd.

Oes gennych chi sylwadau am ddatblygiad y prosiect?

C5. Unrhyw sylwadau eraill?

A oes unrhyw faterion eraill y credwch eu bod yn bwysig ac y dylem eu hystyried wrth ddatblygu ein cynlluniau, a pham?

C6. Ydi'r wybodaeth a gyflwynwyd wedi bod yn ddefnyddiol o ran eich helpu i ymateb i'r ymgynghoriad hwn?

Ydi Nac ydi Ddim yn gwybod

Oes gennych chi sylwadau am y broses ymgynghori?

Ar ôl yr ymgynghoriad, fe edrychwn yn ofalus ar yr ymateb a gawn, yn cynnwys gweld a oes ffyrdd y gallwn leihau effeithiau ein gwaith.

Pan fyddwn yn fodlon bod y cynlluniau'n barod, byddwn yn paratoi ein cais a'r dogfennau ategol. Bydd y rhain yn cynnwys:

- Adroddiad ar yr Ymgynghoriad, i esbonio sut yr ydym wedi talu sylw i'ch barn chi; a
- Datganiad Amgylcheddol, a fydd yn esbonio effeithiau amgylcheddol tebygol ein cynlluniau.

Yna, byddwn yn cyflwyno'n cais i'r Ysgrifennydd Gwladol dros Fusnes, Ynni a Strategaeth Ddiwydiannol, trwy'r Arolygiaeth Gynllunio. Disgwylwn mai tua diwedd 2017 y bydd hyn, yn dibynnu ar ganlyniad yr ymgynghoriad. Mae'r broses gynllunio yn rhoi rhagor o gyfleoedd i bobl gyflwyno'u sylwadau i'r Arolygiaeth Gynllunio fel y gellir ystyried y rhain ochr yn ochr â'n ceisiadau ni. Cewch ragor o wybodaeth yn: **infrastructure.planninginspectorate.gov.uk/cy/**

Os cawn ganiatâd, bydd angen i ni gwblhau ein gwaith erbyn canol y 2020au pryd y disgwylir i Wylfa Newydd ddechrau cynhyrchu ynni.

Cysylltu â ni:

Mae sawl ffordd o gael rhagor o wybodaeth:



Mynd i wefan y prosiect:
www.cysylltiadgogleddcymru.com



Anfon neges e-bost i:
nationalgrid@cysylltiadgogleddcymru.com



Ysgrifennu i'n cyfeiriad rhabdost:
FREEPOST NATIONAL GRID NW CONNECTION



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



Cofrestru i gael negeseuon testun:
Tecstiwch **NGCYM** i **80800**



Dilynwch ni ar Twitter i gael y newyddion
a'r lluniau diweddaraf: **@NGNorthWales**

North Wales Connection Project

October 2016

Connecting new low carbon energy in North Wales

Consultation open 5 October to 16 December 2016

Your opportunity to influence National Grid's proposals in Anglesey and Gwynedd

National Grid is proposing to build a second connection in Anglesey and Gwynedd for Horizon Nuclear Power's planned Wylfa Newydd nuclear power station.

This is a statutory consultation as part of our application for consent under the Planning Act 2008. It's likely to be our last consultation on the whole connection.

Your feedback will help us review the proposals, including to see if there are ways we can further reduce the effects on communities and the local area. It's important you give us your comments if you want to influence how the proposals are developed.

WE'D LIKE YOUR COMMENTS ON:

- the detailed route and the location of pylons
- the steel lattice pylon design we are proposing
- our work to tunnel under the Menai Strait including tunnel head houses and sealing end compounds at either end of the tunnel
- extensions to the existing substations at Wylfa and Pentir
- temporary works such as construction compounds, road access points and lay-down areas to store equipment along the route
- transport routes for the delivery of materials and removal of waste

- screening and other mitigation measures
- anything else you want to tell us about our work so far

We'd also like to know if there are any other issues you think are important and that we should consider in developing the proposals and, importantly, why.

WHERE TO FIND OUT MORE

It may be useful for you to have our latest Overview document which includes more information about our proposals and visualisations of what the second connection could look like. You can also find lots of information, videos, pictures and maps on our project website (www.northwalesconnection.com). We've also placed useful documents in libraries and civic locations throughout Anglesey and North Gwynedd. Call our community relations team on **0800 990 3567** or visit our website to find your nearest location or to get copies of our community materials.

Please submit this form before 16 December 2016 at one of our events, or send it to FREEPOST NATIONAL GRID NW CONNECTION.

If you need additional space, please use extra paper. We also welcome feedback via our online feedback form, by letter or by email. Please see the back page for details.

ABOUT YOU

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 any interests or 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, email and address details to our database so that you can receive future project updates.
If you are happy to receive this please tick here

Q1. Wylfa substation and the overhead line on Anglesey

We're proposing an extension to Wylfa substation to accommodate equipment needed for the new connection. We're proposing an additional overhead line using steel lattice pylons on Anglesey broadly in parallel with the existing line. We are also making small changes to the route of the existing line. Our proposals include the areas we need for construction and access roads for vehicles.

Have you any comments on the proposals or are there any changes you think we can make to further reduce the effects? Please tell us and, importantly, please tell us why. We have arranged the proposals in six sections – A to F. If your comments are about a particular section(s) please use the tick boxes below.

- | | | | |
|---|------------------------------------|------------------------------------|------------------------------------|
| <input type="checkbox"/> Wylfa substation | <input type="checkbox"/> Section A | <input type="checkbox"/> Section B | <input type="checkbox"/> Section C |
| <input type="checkbox"/> Section D | <input type="checkbox"/> Section E | <input type="checkbox"/> Section F | <input type="checkbox"/> All parts |

Q2. The tunnel underneath the Menai Strait and related equipment

To go underneath the Menai Strait we are proposing a tunnel. At each end of the tunnel we will require permanent equipment to service the tunnel (a tunnel head house) and equipment to change from overhead line to underground (a sealing end compound). This equipment will be sited at Braint, Anglesey and Tŷ Fodol, Gwynedd. Our proposals include the areas we need for construction, access roads for vehicles and information on the delivery and removal of materials to site.

Have you any comments on the proposals or are there any changes you think we can make to further reduce the effects? Please tell us and, importantly, please tell us why. If your comments are about a specific part(s) of the tunnel proposal, please use the tick boxes below

- | | | | |
|--|---|---|------------------------------------|
| <input type="checkbox"/> Anglesey sealing end compound | <input type="checkbox"/> Anglesey tunnel head house | <input type="checkbox"/> Gwynedd sealing end compound | |
| <input type="checkbox"/> Gwynedd tunnel head house | <input type="checkbox"/> Tunnel route | <input type="checkbox"/> Tunnel construction | <input type="checkbox"/> All parts |

Q3. The overhead line in North Gwynedd and Pentir substation

We're proposing an extension to Pentir substation to accommodate equipment needed for the new connection. We're proposing an additional overhead line using steel lattice pylons from Tŷ Fodol sealing end compound to Pentir substation. Our proposals include the areas we need for construction and access roads for vehicles.

Have you any comments on the proposals or are there any changes you think we can make to further reduce the effects? Please tell us and, importantly, please tell us why. If your comments are about a part(s) of the proposals in North Gwynedd, please use the tick boxes below.

Overhead line Pentir substation All parts

Q4. The development of the project

We've carried out several stages of work since establishing the need for a second connection in 2012. This included identifying an onshore connection as the preferred technology to connect Wylfa Newydd; a route through Anglesey and North Gwynedd made up of pylons and a tunnel underneath the Menai Strait; as well as a need to strengthen the existing network in West Gwynedd.

Do you have any comments on the development of the project?

Q5. Any other comments?

Are there any other issues that you think are important which we should consider in developing our proposals, and why?

Q6. Has the information presented been useful in helping you respond to this consultation?

Yes No I don't know

Do you have any comments on the consultation process?

After the consultation, we'll look carefully at the feedback we receive, including to see if there are ways we can reduce the effects of our work.

When we're happy the proposals are ready, we'll prepare our application and the supporting documents. These will include:

- a Consultation Report, to explain how we've taken your views into account; and
- an Environmental Statement, which will explain the likely environmental effects of our proposals.

We will then submit our application to the Secretary of State for Business, Energy and Industrial Strategy, via the

Planning Inspectorate. We expect this to be in late 2017, depending on the outcome of the consultation.

The planning process provides further opportunities for people to put their comments to the Planning Inspectorate so these can be considered alongside our applications. More information can be found at: infrastructure.planninginspectorate.gov.uk/

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.


Contact us:

There are lots of ways you can find out more information:

 Visit our project website at:
www.northwalesconnection.com

 Send an email to:
nationalgrid@northwalesconnection.com

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

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

 Register for text alerts:
Text **NGCYM** to **80800**

 Follow us on Twitter for our latest
news and pictures: [@NGNorthWales](https://twitter.com/NGNorthWales)

6.2.23

Appendix 23

**Stage Three Consultation Project Newsletter
October 2016 (English)**

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Final route wide consultation now open: 5 October to 16 December 2016

- See what the second connection for Wylfa Newydd could look like
- Locations for pylons identified
- Tunnel chosen to take connection under the Menai Strait
- Updates to overhead line route to further reduce effects on communities

Large route map and details of our events inside



Your opportunity to see what the new connection could look like



You can now see detailed proposals showing what the second connection for Wylfa Newydd could look like, including the proposed location of pylons and a tunnel under the Menai Strait.

The tunnel will be around 4km long and at each end we've identified the locations where we will build the equipment we need to change from overhead to underground. These locations are beyond the Area of Outstanding Natural Beauty and mean our equipment is further away from the coast and communities. We think this will help reduce effects on the Menai Strait and its iconic views.

The route for the new overhead line is close to the existing line on Anglesey. This means we are taking a direct route, keeping away from larger communities and generally avoid putting pylons into new areas.

The route has been updated in places since our last announcement and we're also proposing changes to the existing pylon line that will help us reduce effects on a number of communities and properties.

We've also developed designs to extend our existing substations at Wylfa and Pentir.

At both substations, we plan to use landscaping and trees to help screen them.

We've had lots of discussions with landowners along the route, looked carefully at your feedback and undertaken more assessments.

You've told us about the importance of the landscape and views, tourism, cultural heritage and the wider environment. We think a combination of overhead lines with a tunnel at the Menai Strait is the best way to keep effects on these as low as we can, while also meeting our duties to the environment and providing a connection that offers value for bill payers.

We believe our proposals are the best option based on all the information we have but they can still change. We want to hear your views on our detailed proposals to see if there are ways we can further reduce any effects.

Have your say – your feedback matters

This stage of consultation is open from 5 October to 16 December 2016. We'd like to hear your views on our detailed proposals for our work on a new connection between Wylfa and Pentir. Tell us what you think of:

- the detailed route and the location of pylons
- the steel lattice pylon design we are proposing
- our work to tunnel under the Menai Strait including tunnel head houses and sealing end compounds at either end of the tunnel
- extensions to the existing substations at Wylfa and Pentir
- temporary works such as construction compounds, road access points and lay-down areas to store equipment along the route
- transport routes for the delivery of materials and removal of waste
- screening and other mitigation measures
- anything else you want to tell us about our work so far

Please give us as much detail as you can. If there are things you think we should do, let us know why.

This is likely to be our last consultation on the whole connection so it's really important you take part so your views can be considered.

Find out more

There are lots of ways you can find out information and see what the second connection could look like.

- Come to our events
 - 3D computer model of the whole route
 - Technical documents on USBs
 - 3D drive through of different roads along the route
 - Visualisations of how the second connection could look (see map page)
 - Interactive map of our latest proposals
 - Short films with the project team
 - Frequently asked questions
- See back page for more details.

- **Consultation on Wylfa Newydd**
- Horizon Nuclear Power is consulting on its proposals for the Wylfa Newydd Project between 31 August and 25 October 2016. For more information, visit www.horizonnuclearpower.com/consultation
- Horizon's consultation is separate to ours. There is a timeline on our website that will help you see how our two projects interact.

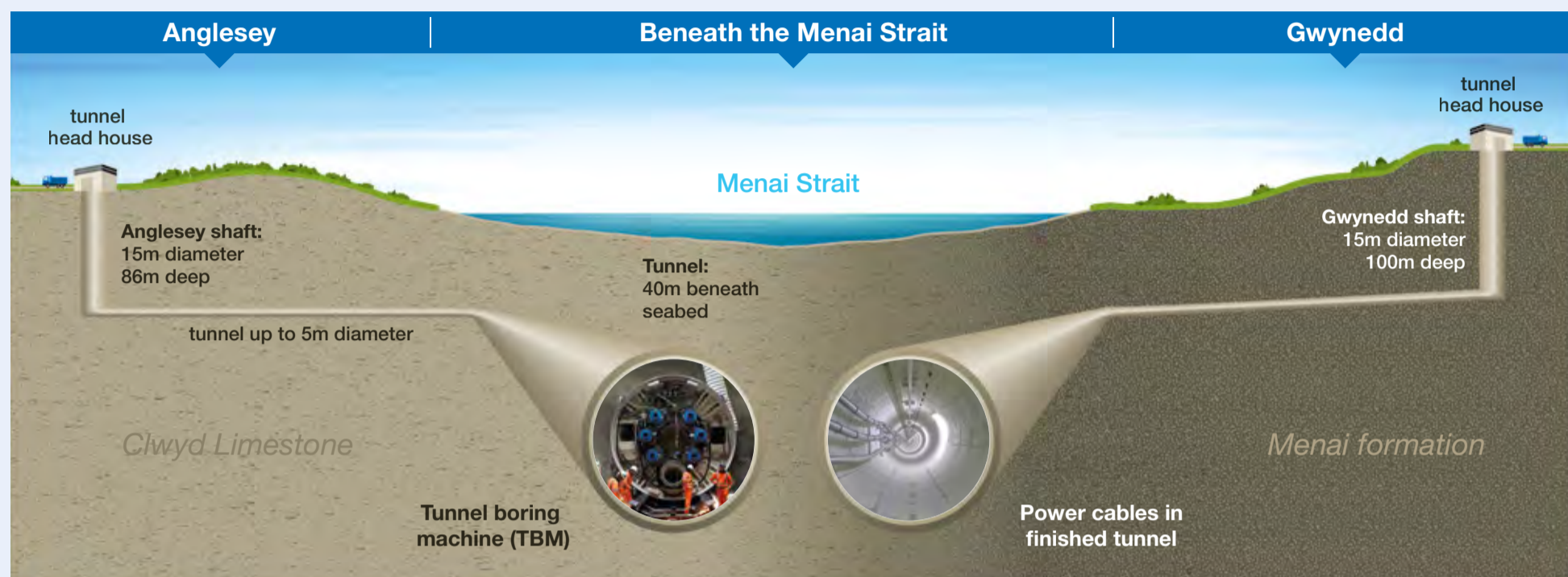
Tunnel chosen to cross the Menai Strait

You've told us how important the landscape, views and environment of the Menai Strait are to you.

Over the summer we've undertaken more work, including detailed studies of the geology underneath the Menai, and have now chosen a tunnel as our preferred technology.

At around 4km long, the tunnel goes beyond the Area of Outstanding Natural Beauty (AONB) and means our equipment is further back from the coast and communities.

We've also chosen sites in Anglesey and Gwynedd for our sealing end compounds and tunnel head houses. The sites are outside the AONB and give us good opportunities for screening through landscaping and planting.



Reducing effects through careful routeing

The route for the second line runs mostly parallel to the existing line. This keeps our equipment close together so we don't put it into completely new areas and keeps the route as direct as possible.

We've also chosen a similar pylon design as the existing line. We think this is the best option to reduce visual effects as it won't introduce contrasting shapes into the landscape.

When identifying pylon locations, we've carefully considered views from villages and properties.

In most instances, we've kept the existing and new pylons next to each other to help reduce visual effects.

We've also tried to locate pylons so they reduce the effects on landowners by using natural field boundaries and areas of land that are used less often wherever possible.



Our work to date – your feedback and how our proposals have developed

Deciding how we should connect new sources of energy generation to the electricity network is a complicated process.

The UK government provides planning guidance and sets the rules that we have to follow, including providing value for money for bill payers, making sure the electricity network runs safely and efficiently, and carefully considering local communities and the environment. We have to find a balance between all of these.

As part of this process, we present our proposals to specialist organisations and local communities so we can take their feedback into account.

AUTUMN 2012

Our first consultation

- We presented our preferred option for an overland connection between Wylfa and Pentir
- We sought feedback on this option, proposed route corridors and options for crossing the Menai Strait

2013-14

Reviewing your feedback and our proposals

- Most of you wanted a subsea connection
- You said the Menai Strait was an important place and we should avoid an overhead line here
- You told us about the importance of tourism, cultural heritage and the environment
- Of those who had a preference, most preferred the orange route corridor
- The amount of new energy generation being proposed changed and we needed to look again at our proposals

JANUARY 2015

Preferred route corridor and underground at the Menai Strait

- We explained why we didn't think a subsea option was the right choice
- We confirmed we'd put the connection underground at the Menai Strait
- We chose the orange corridor. It kept away from the coast, which is popular with tourists, and avoided the largest towns and villages

AUTUMN 2015

Our second consultation and your feedback

- We presented a number of route options within the route corridor
- We confirmed we'd also put the connection underground within Plas Newydd and the Vaynol Estate Registered Parks and Gardens
- You told us about the importance of the landscape and views, communities, tourism and cultural heritage. Many of you also said the whole connection should go underground

SUMMER 2016

Updating you on our work

- We announced our preferred route. It followed the existing line, kept our equipment together and visual effects within the same area
- We also avoided communities, holiday businesses and heritage features as much as possible
- We showed our updated plans for the Menai Strait
- We explained why we didn't think putting the whole route underground was the right option

You can find out more about how we've considered your feedback and how it's helped us to develop our proposals in our Overview document or on our website.

Our equipment - making the connection

We think it would take four to five years to build and test the connection, with additional time to reinstate the land and restore it to its previous use.



Wylfa substation

Existing size: 11 acres
Size when extended: 12 acres
Height of tallest piece of equipment: 24m



- We need to extend the substation and add new equipment because of all the extra power that will be generated
- All this work will be within the overall nuclear power station site
- None of the equipment we need to install will be any higher than the equipment that's already there



Overhead lines and pylons

Typical height: 47m
Typical width of widest crossarm: 18m
Typical size of base: 7m x 7m
Typical average distance between pylons: 334m
Typical distance between the two lines: 80m



- To securely carry all the power from Wylfa Newydd, we need two lines – the existing overhead line and a second connection
- In selecting pylon designs, we looked at the type of landscape and long distance views. We've also considered the existing pylons as the new and existing pylons will typically be in pairs and seen together
- For these reasons, we've chosen a similar lattice pylon as the existing line. We think this is the best option to reduce visual effects as it won't introduce contrasting shapes into the landscape
- We'll need to build temporary access roads to pylon locations, which could be made from stone or track-mats, and build each pylon in sections using cranes
- We'll then string the wires on the pylons, usually in rows of about 10 pylons at a time
- Once we've finished, we'd carry out any tree planting or landscaping to help screen the pylons
- There are other examples of parallel lines across the UK, including Pembrokeshire and Lincolnshire



Sealing end compound

Size of site including tunnel head house: 2 acres
Height of tallest piece of equipment: 14m



- We need a sealing end compound to change the connection from overhead to underground
- We will need one on Anglesey where the new second connection goes underground, and another one in Gwynedd where the connection will change back to an overhead line
- The sealing end compound will be located close to the tunnel head house. The site will be surrounded by a security fence and include spaces for parking
- We'll need to build permanent access roads to the sites
- To help screen the sites we will undertake landscaping and planting



Under the Menai Strait - tunnel

Depth of shaft: 86m Anglesey
 100m Gwynedd
Diameter of shaft: 15m
Length of tunnel: around 4km
Diameter of tunnel: 5m



- At each end of the tunnel we'll need to build a permanent vertical shaft
- We'll then lower a piece of equipment called a tunnel boring machine into one of the shafts
- The boring machine drills the tunnel underneath the Menai Strait and is lifted out of the shaft on the other side
- Inside the tunnel, we will install the cables that are needed to carry the power. We'd need to install at least six cables
- The tunnel needs to be large enough so the cables can be spaced apart so they don't overheat
- To construct the tunnel we will need to remove thousands of tonnes of rock and soil. This will require a high number of HGV journeys but as construction will take place over a number of years, the number of journeys will be spread out
- We'll construct this in a similar way to the London Power Tunnels project. Find out more at www.londonpowertunnels.co.uk



Tunnel head house

Size of site including sealing end compound: 2 acres
Estimated height: 12m



- On top of the vertical shafts, we will build a tunnel head house to provide a permanent access for maintenance
- The head houses will contain important equipment such as ventilation fans, which will help keep air circulating inside the tunnel and help with cooling
- To help reduce visual impact, we will look at ways we can help the tunnel head house fit into the surrounding environment, by using a design in keeping with the local area



Pentir substation

Existing size: 17 acres
Size when extended: 24 acres
Height of tallest new piece of equipment: 14m



- At the sealing end compound in Gwynedd, the second connection will change from underground back to an overhead line and continue to our substation at Pentir
- We need to extend the substation and install new equipment to connect the second line
- We're proposing to make an extension to each end of the substation. We think this will have less visual effect than making a single, larger extension to one end and will mean we can keep more of the existing trees
- To further reduce any visual effect, we will undertake landscaping and planting to help screen the extensions

Get involved – how to provide your feedback



Your feedback is really important and helps shape how our proposals develop. There are lots of ways you can provide us with your feedback:

- **Fill out a feedback form online**
- **Give us a call and we can post you a feedback form**
- **Send us an email or write to our freepost address**
- **Pick up or fill in a feedback form at one of our events (see map inside for details)**

Please give us as much detail as you can. If you think there are ways we can change the proposals to reduce the effects further tell us how and, importantly, tell us why.

You have until 16 December 2016 to send us your feedback and we look forward to receiving your comments.



How we consider your feedback

Your feedback is really important, but consultation is not just about choosing the most popular option.

We have to consider your feedback alongside a lot of other important factors, including 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 UK government who decides if we've got that right.

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

Find out more

There are lots of ways you can find out more information and see what the second connection could look like. All of our documents are on our project website or you can contact us for copies.

Consultation documents and information

- **Events:** at our events you can ask any questions you have. We also have a computer 3D model and headsets so you can see what the second connection could look like.
- **Overview document:** this is a helpful document to have when completing your feedback form. It explains how your previous feedback has helped us develop our proposals and provides a detailed guide to our latest proposals. It also contains computer generated images that show what the second connection could look like.
- **3D drive through:** these short informative films drive you along different roads close to the route and show you what you could see when the new connection is built. You can watch them on our website or at one of our events.
- **Website:** our website contains useful information, photos and films that will let you see what the second connection could look like. It contains an interactive map of our latest proposals and interviews with the project team who talk about their work and answer your most common questions.

Technical documents

- **Preliminary Environmental Information Report (PEIR):** this report explains our initial assessments of the nature and extent of the likely environmental effects of our proposals.
- **Preferred Route Option Selection Report:** explains why we've chosen our preferred route option.
- **Draft Route Alignment Report:** explains why we've chosen the detailed path for the new connection and location of pylons.
- **Menai Strait Crossing Report:** explains the options considered for crossing the Menai Strait and why we chose a tunnel. It also explains why we have chosen the locations for the sealing end compounds and the tunnel head houses.



What happens next?

After the consultation, we'll look carefully at the feedback we receive, including to see if there are ways we can further reduce the effects of our work.

When we're happy the proposals are ready, we'll prepare our applications and the supporting documents. These will include a Consultation Report, to explain how we've taken your views into account, and an Environmental Statement to explain the likely environmental effects of our proposals.

After our applications are submitted, which we expect will be in late 2017, you'll have further opportunities to provide your feedback to the Planning Inspectorate. More information can be found at: infrastructure.planninginspectorate.gov.uk

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.

Work in West Gwynedd

As well as our work between Wylfa and Pentir, we also need to strengthen parts of our electricity network between Pentir and Trawsfynydd. This includes:

- a new substation near Bryncir
- work to the existing overhead line near Bryncir
- replacing the three existing cables at the Glaslyn Estuary with 12 new ones

- carrying out work in our existing substation at Trawsfynydd
- some minor works may also be required on the existing overhead line between Pentir and Trawsfynydd

We'll be consulting on these works next year ahead of applying for consent to Gwynedd Council.

Contact us:

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



Visit our project website at: www.northwalesconnection.com



Send an email to: nationalgrid@northwalesconnection.com



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



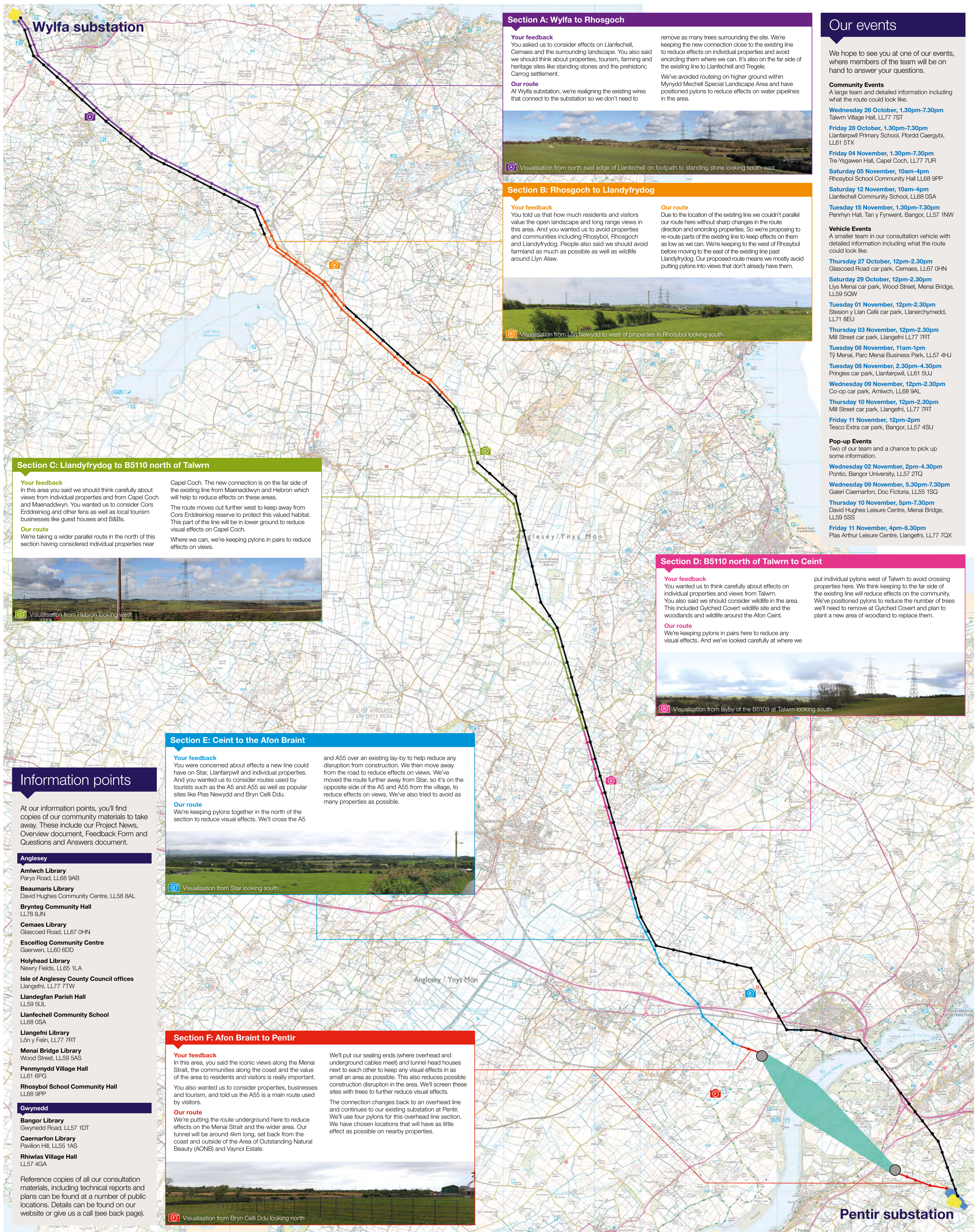
Call our freephone number: **0800 990 3567** 9am - 5pm Monday - Friday or leave a message outside these hours



Register for text alerts: Text **NGCYM** to **80800**



Follow us on Twitter for our latest news and pictures: **@NGNorthWales**



Section A: Wylfa to Rhosgoch

Your feedback
You asked us to consider effects on Llanfechell, Cemaes and the surrounding landscape. You also said we should think about properties, tourism, farming and heritage sites like standing stones and the prehistoric Carrog settlement.

Our route
At Wylfa substation, we're realigning the existing wires from the substation so we don't need to remove as many trees surrounding the site. We're keeping the new connection close to the existing line to reduce effects on individual properties and avoid encircling them where we can. It's also on the far side of the existing line to Llanfechell and Tregle.

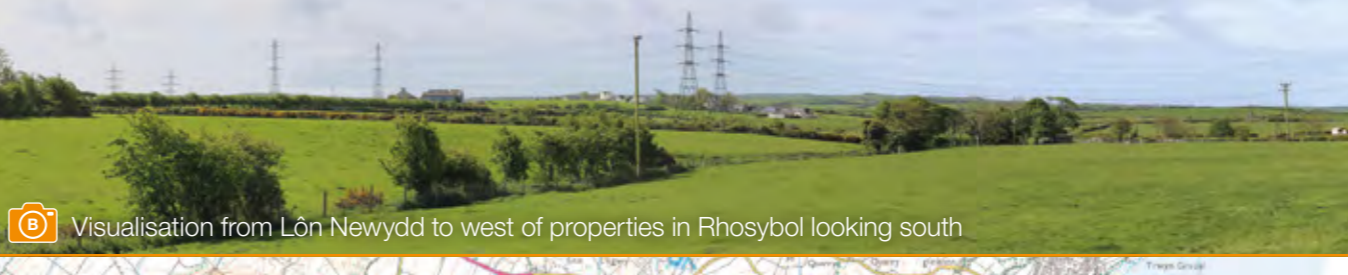
We've avoided routing on higher ground within Mynydd Mechell Special Landscape Area and have positioned pylons to reduce effects on water pipelines in the area.



Section B: Rhosgoch to Llandyfrydog

Your feedback
You told us that how much residents and visitors value the open landscape and long range views in this area. And you wanted us to avoid properties and communities including Rhosybol, Rhosgoch and Llandyfrydog. People also said we should avoid farmland as much as possible as well as wildlife around Llyn Alaw.

Our route
Due to the location of the existing line we couldn't parallel our route here without sharp changes in the route direction and encircling properties. So we're proposing to re-route parts of the existing line to keep effects on them as low as we can. We're keeping to the west of Rhosybol before moving to the east of the existing line past Llandyfrydog. Our proposed route means we mostly avoid putting pylons into views that don't already have them.



Section C: Llandyfrydog to B5110 north of Talwrn

Your feedback
In this area you said we should think carefully about views from individual properties and from Capel Coch and Maenaddwyn. You wanted us to consider Cors Erddreiniog and other fens as well as local tourism businesses like guest houses and B&Bs.

Our route
We're taking a wider parallel route in the north of this section having considered individual properties near Capel Coch. The new connection is on the far side of the existing line from Maenaddwyn and Hebron which will help to reduce effects on these areas.

The route moves out further west to keep away from Cors Erddreiniog reserve to protect this valued habitat. This part of the line will be in lower ground to reduce visual effects on Capel Coch.

Where we can, we're keeping pylons in pairs to reduce effects on views.



Section D: B5110 north of Talwrn to Ceint

Your feedback
You wanted us to think carefully about effects on individual properties and views from Talwrn. You also said we should consider wildlife in the area. This included Gylched Covert wildlife site and the woodlands and wildlife around the Afon Ceint.

Our route
We're keeping pylons in pairs here to reduce any visual effects. And we've looked carefully at where we put individual pylons west of Talwrn to avoid crossing properties here. We think keeping to the far side of the existing line will reduce effects on the community. We've positioned pylons to reduce the number of trees we'll need to remove at Gylched Covert and plan to plant a new area of woodland to replace them.



Section E: Ceint to the Afon Braint

Your feedback
You were concerned about effects a new line could have on Star, Llanfairpwll and individual properties. And you wanted us to consider routes used by tourists such as the A5 and A55 as well as popular sites like Plas Newydd and Bryn Celli Ddu.

Our route
We're keeping pylons together in the north of the section to reduce visual effects. We'll cross the A5 and A55 over an existing lay-by to help reduce any disruption from construction. We then move away from the road to reduce effects on views. We've moved the route further away from Star, so it's on the opposite side of the A5 and A55 from the village, to reduce effects on views. We've also tried to avoid as many properties as possible.



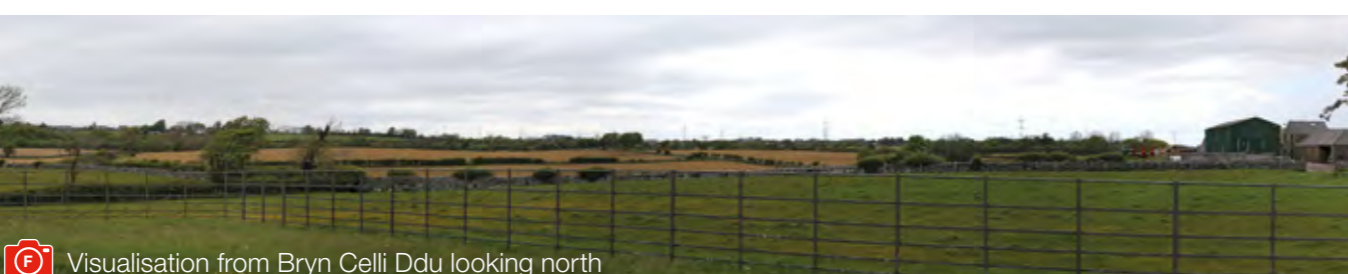
Section F: Afon Braint to Pentir

Your feedback
In this area, you said the iconic views along the Menai Strait, the communities along the coast and the value of the area to residents and visitors is really important. You also wanted us to consider properties, businesses and tourism, and told us the A55 is a main route used by visitors.

Our route
We're putting the route underground here to reduce effects on the Menai Strait and the wider area. Our tunnel will be around 4km long, set back from the coast and outside of the Area of Outstanding Natural Beauty (AONB) and Vaynol Estate.

We'll put our sealing ends (where overhead and underground cables meet) and tunnel head houses next to each other to keep any visual effects in as small an area as possible. This also reduces possible construction disruption in the area. We'll screen these sites with trees to further reduce visual effects.

The connection changes back to an overhead line and continues to our existing substation at Pentir. We'll use four pylons for this overhead line section. We have chosen locations that will have as little effect as possible on nearby properties.



Information points

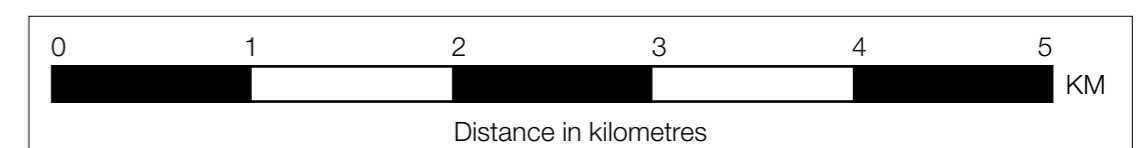
At our information points, you'll find copies of our community materials to take away. These include our Project News, Overview document, Feedback Form and Questions and Answers document.

- Anglesey**
 - Amlwch Library**
Parys Road, LL68 9AB
 - Beaumaris Library**
David Hughes Community Centre, LL58 8AL
 - Brynteg Community Hall**
LL78 8JN
 - Cemaes Library**
Glascoed Road, LL67 0HN
 - Esceflwg Community Centre**
Gaerwen, LL60 6DD
 - Holyhead Library**
Newry Fields, LL65 1LA
 - Isle of Anglesey County Council offices**
Llangefni, LL77 7TW
 - Llandegfan Parish Hall**
LL59 5UL
 - Llanfechell Community School**
LL68 0SA
 - Llangefni Library**
Lôn y Felin, LL77 7RT
 - Menai Bridge Library**
Wood Street, LL59 5AS
 - Pennymynydd Village Hall**
LL61 6PG
 - Rhosybol School Community Hall**
LL68 9PP
- Gwynedd**
 - Bangor Library**
Gwynedd Road, LL57 1DT
 - Caernarfon Library**
Pavilion Hill, LL55 1AS
 - Rhiwlas Village Hall**
LL57 4GA

Reference copies of all our consultation materials, including technical reports and plans 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

| | | | | |
|------------------------------------|---------------------|--|-----------------|---|
| Proposed sections of overhead line | Proposed new pylons | Existing overhead line to be retained | Existing pylons | Visualisations |
| Section A | | Proposed tunnel routing area | | These visualisations show how the second connection could look alongside the existing line in the landscape, from different viewpoints along the route. |
| Section B | | Proposed site for sealing end compound and tunnel head house | | You can see them in more detail in our website or in our Overview document (see back page). |
| Section C | | Existing substation | | Come to our events to see a 3D computer model of the whole route and a 3D drive through of different roads along the route. |
| Section D | | Proposed extension at substation | | Visualisation viewpoint |
| Section E | | | | |
| Section F | | | | |



6.2.23

Appendix 23

**Stage Three Consultation Project Newsletter
October 2016 (Welsh)**

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Ymgynghoriad olaf ar y llwybr cyfan wedi agor: 5 Hydref tan 16 Rhagfyr 2016

- Cewch weld sut y gallai ail gysylltiad Wylfa Newydd edrych
- Lleoliadau peilonau wedi'u pennu
- Dewiswyd mynd â'r cysylltiad o dan Afon Menai trwy dwnnel
- Addaswyd llwybr y llinell uwch ben i leihau'r effeithiau ar gymunedau

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



Eich cyfle chi i weld sut y gallai'r cysylltiad newydd edrych



Dyma gyfle i weld cynlluniau manwl yn dangos sut y gallai ail gysylltiad Wylfa Newydd edrych, yn cynnwys y manau lle bwriedir rhoi'r peilonau a thwnnel o dan Afon Menai.

Bydd y twnnel tua 4km o hyd ac, ar y ddau ben, rydym wedi nodi'r manau lle byddwn yn adeiladu'r offer y mae aniom eu hangen i newid y cysylltiad o fynd uwch ben i fynd o dan y ddaear. Mae'r manau hyn y tu hwnt i'r Ardal o Harddwch Naturiol Eithriadol sy'n golygu bod ein hoffer yn bellach o'r môr ac o gymunedau. Credwn y bydd hyn yn helpu i leihau'r effeithiau ar Afon Menai a'i golygfeydd eiconig.

Mae llwybr y llinell uwch ben newydd yn agos at y llinell bresennol ar Ynys Môn. Mae hyn yn golygu ein bod yn cymryd llwybr uniongyrchol gan gadw draw o'r cymunedau mwyaf ac nad ydym yn rhoi peilonau mewn ardaloedd newydd ar y cyfan.

Mae'r llwybr wedi'i addasu mewn rhai manau ers ein cyhoeddiad diwethaf ac rydym yn bwriadu gwneud newidiadau i linell bresennol y peilonau er mwyn ein helpu i leihau'r effeithiau ar nifer o gymunedau a chartrefi.

Rydym hefyd wedi datblygu cynlluniau i ymestyn ein his-orsafoedd presennol yn yr Wylfa a Phentir.

Bwriadwn wneud gwaith tirlunio a defnyddio coed i helpu i guddio'r ddwy is-orsaf.

Rydym wedi cael llawer o drafodaethau gyda pherchnogion tir ar hyd y llwybr, wedi edrych yn ofalus ar eich ymateb chi ac wedi cynnal rhagor o asesiadau.

Rydych wedi dweud wrthym am bwysigrwydd y dirwedd a'r golygfeydd, twristiaeth, yr etifeddiaeth ddiwylliannol a'r amgylchedd ehangach. Credwn mai cyfuniad o linellau uwch ben a thwnnel o dan Afon Menai yw'r ffordd orau o effeithio cyn lleied ag y gallwn ar y rhain ac, ar yr un pryd, gyflawni ein dyletswyddau i'r amgylchedd a darparu cysylltiad sy'n cynnig gwerth am arian i'r bobl sy'n talu'r biliau.

Credwn mai ein cynlluniau ni yw'r dewis gorau ar sail yr holl wybodaeth sydd gennym hyd yma, ond gallent newid o hyd. Rydym yn awyddus i glywed eich barn chi am ein cynlluniau manwl i weld a oes ffyrdd y gallwn wneud mwy i leihau unrhyw effeithiau.

Dywedwch eich barn – mae'ch ymateb yn bwysig

Mae'r cyfnod ymgynghori hwn ar agor rhwng 5 Hydref ac 16 Rhagfyr 2016. Hoffem glywed eich barn chi am ein cynlluniau manwl ar gyfer ein gwaith ar gysylltiad newydd rhwng yr Wylfa a Phentir.

Dywedwch eich barn am:

- y llwybr manwl a lleoliad y peilonau
- y peilonau rhwyllwaith dur yr ydym yn bwriadu eu defnyddio
- ein gwaith yn twnelu o dan Afon Menai yn cynnwys adeiladau pen twnnel a chompowndiau pennau selio ar y naill ben a'r llall i'r twnnel
- estyniadau i'r is-orsafoedd presennol yn yr Wylfa a Phentir
- gwaith dros dro fel ierdydd adeiladu, manau ymuno â'r ffordd ac ardaloedd storio offer ar hyd y llwybr
- llwybrau i'w defnyddio i ddanfôn deunydd a chludo gwastraff i ffwrdd
- gwaith sgrinio a chamau lliniaru eraill
- unrhyw beth arall yr hoffech ei ddweud wrthym am ein gwaith hyd yma

Byddwch mor fanwl ag y gallwch. Os oes rhywbeth y credwch y dylem ei wneud, dywedwch pam.

Mae'n debygol mai hwn fydd ein hymgynghoriad olaf ar y cysylltiad cyfan ac felly mae'n bwysig iawn eich bod yn cymryd rhan fel y gallwn ystyried eich barn.

Cael gwybod rhagor

Mae sawl ffordd o gael gwybod rhagor a chael gweld sut y gallai'r ail gysylltiad edrych.

- Dod i'n digwyddiadau
 - Model cyfrifiadurol 3D o'r llwybr cyfan
 - Dogfennau technegol ar gofau bach USB
 - Ffilm gyrru trwodd 3D o wahanol ffyrdd ar hyd y llwybr
 - Lliniau gwneud o sut y gallai'r ail gysylltiad edrych (gweler tudalen y map)
 - Map rhyngweithiol o'n cynlluniau diweddaraf
 - Ffilmiau byrion gyda thîm y prosiect
 - Cwestiynau cyffredin
- Rhagor o fanylion ar y dudalen ôl.

Ymgynghori ar Wylfa Newydd

- Mae Pŵer Niwclear Horizon yn ymgynghori ar eu cynlluniau ar gyfer Prosiect Wylfa Newydd rhwng 31 Awst a 25 Hydref. Cewch ragor o wybodaeth yn www.horizonnuclearpower.com/consultation
- Mae ymgynghoriad Horizon ar wahân i'n hun ni. Mae llinell amser ar ein gwefan a fydd yn eich helpu i weld sut y mae ein dau brosiect yn rhyngweithio.

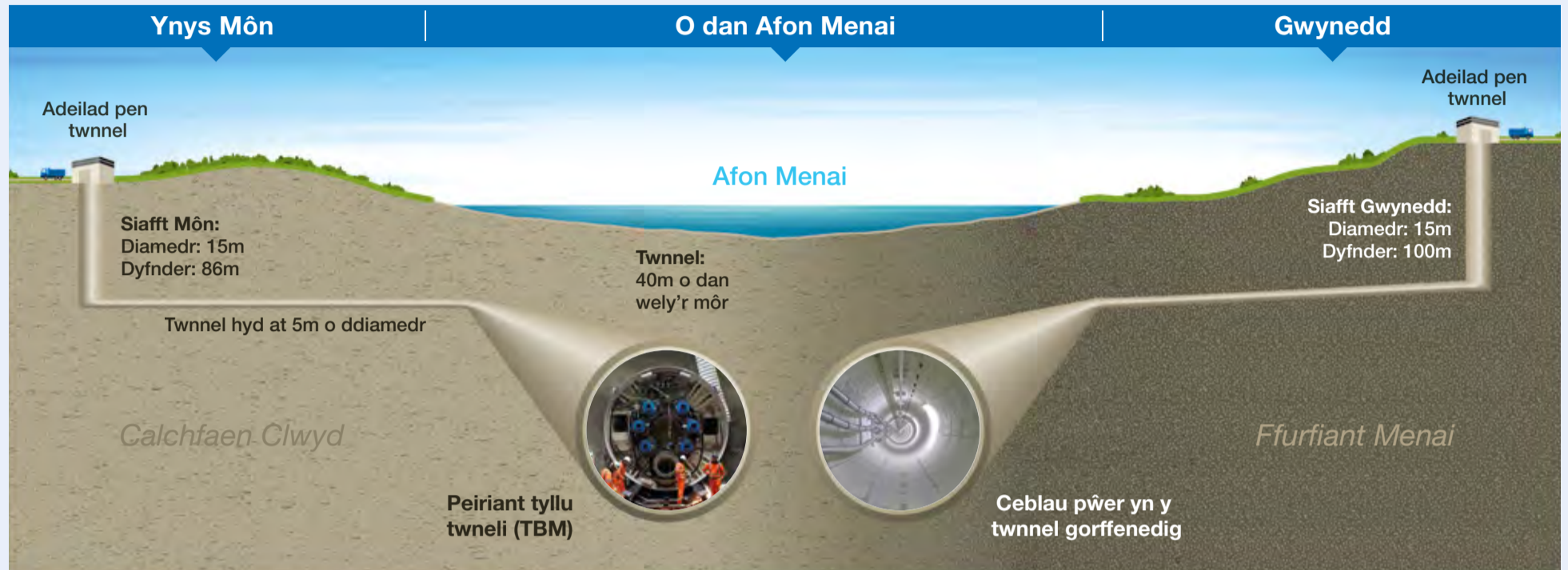
Dewiswyd defnyddio twnnel i groesi Afon Menai

Rydych wedi dweud wrthym pa mor bwysig yw tirwedd, golygfeydd ac amgylchedd Afon Menai i chi.

Dros yr haf, rydym wedi gwneud rhagor o waith, yn cynnwys astudiaethau manwl o'r ddaear o dan y Fenai ac erbyn hyn rydym wedi penderfynu ein bod yn ffafrio defnyddio twnnel.

Mae'r twnnel, sydd tua 4km o hyd, yn mynd y tu hwnt i'r Ardal o Harddwch Naturiol Eithriadol (AHNE) ac mae'n golygu bod ein hoffer yn bellach o'r môr ac o gymunedau.

Rydym hefyd wedi dewis safleoedd ar Ynys Môn ac yng Ngwynedd ar gyfer ein compowndiau pennau selio a'n hadeiladau pen twnnel. Mae'r safleoedd hyn y tu allan i'r AHNE ac yn rhoi cyfleoedd da i ni eu sgrinio trwy dirlunio a phlannu.



Lleihau'r effeithiau trwy ddewis y llwybr yn ofalus

Mae llwybr yr ail linell yn rhedeg yn gyfochrog â'r llinell bresennol ar y cyfan. Mae hyn yn cadw ein hoffer yn agos at ei gilydd fel na fyddwn yn eu rhoi mewn ardaloedd hollol newydd ac mae'n cadw'r llwybr mor uniongyrchol ag y bo modd.

Rydym wedi dewis peilonau tebyg i'r rhai sydd yn y llinell bresennol. Credwn mai dyma'r dewis gorau i leihau effeithiau gweledol gan na fydd yn cyflwyno siapiau gwrthgyferbyniol i'r dirwedd. Wrth benderfynu lle i roi peilonau, rydym wedi ystyried y golygfeydd a welch o bentrefi, cartrefi a busnesau yn ofalus.

Gan amlaf, rydym wedi cadw'r peilonau presennol a'r rhai newydd yn agos at ei gilydd er mwyn helpu i leihau effeithiau gweledol. Rydym hefyd wedi ceisio lleoli peilonau fel eu bod yn lleihau'r effeithiau ar berchnogion tir trwy ddefnyddio ffiniau naturiol caeau a darnau o dir a ddefnyddir yn llai aml os oes modd.



Ein gwaith hyd yma – eich ymateb chi a sut mae ein cynlluniau ni wedi datblygu

Mae penderfynu sut y dylem gysylltu safleoedd newydd sy'n cynhyrchu ynni â'r rhwydwaith trydan yn broses gymhleth.

Mae llywodraeth y Deyrnas Unedig yn darparu canllawiau cynllunio ac yn pennu'r rheolau y mae'n rhaid i ni eu dilyn, yn cynnwys cynnig gwerth am arian i'r bobl sy'n talu'r biliau, sicrhau bod y rhwydwaith trydan yn rhedeg yn ddiogel ac yn effeithlon, a rhoi ystyriaeth ofalus i gymunedau a'r amgylchedd. Mae'n rhaid i ni gydbwysu'r elfennau hyn i gyd.

Fel rhan o'r broses hon, rydym yn cyflwyno'n cynlluniau i sefydliadau arbenigol a chymunedau lleol fel y gallwn dalu sylw i'w hmateb nhw.

HYDREF 2012 Ein hymgyngoriad cyntaf

- Cyflwynwyd yr opsiwn roeddem yn ei ffafrio ar gyfer cysylltiad dros y tir rhwng yr Wylfa a Phentir
- Gofynnwyd am ymateb i'r opsiwn hwn, y coridorau llwybrau roeddem yn eu cynnig ac opsiynau ar gyfer croesi Afon Menai

2013-14 Adolygu eich ymateb chi a'n cynlluniau ni

- Roedd y rhan fwyaf ohonoch yn dymuno i'r cysylltiad fynd o dan y môr
- Dywedoch chi wrthym fod Afon Menai'n lle pwysig ac na ddylem roi llinell uwch ben yma
- Dywedoch wrthym am bwysigrwydd twristiaeth, yr etifeddiaeth ddiwylliannol a'r amgylchedd
- O'r rhai oedd yn ffafrio un coridor llwybr, roedd yn well gan y rhan fwyaf yr un oren
- Bu newid yn swm yr ynni newydd yr oedd bwriad i'w gynhyrchu a bu'n rhaid i ni edrych eto ar ein cynlluniau

IONAWR 2015 Y coridor llwybr roeddem yn ei ffafrio a thanddaearu i groesi Afon Menai

- Esboniwyd pam nad oeddem yn credu mai cysylltiad tanfor oedd y dewis cywir
- Cadarnhawyd y byddem yn rhoi'r cysylltiad o dan y ddaear i groesi Afon Menai
- Dewiswyd y coridor oren. Roedd yn cadw draw o'r arfordir, sy'n boblogaidd gyda thwristiaid, ac yn osgoi'r trefi a'r pentrefi mwyaf

HYDREF 2015 Ein hail ymgynghoriad a'ch ymateb chi

- Cynigiwyd nifer o lwybrau posibl o fewn y coridor
- Cadarnhawyd y byddem yn tanddaearu'r cysylltiad ar dir Plas Newydd a Stad y Faenol sy'n Barciau a Gerddi Rhestredig
- Sonioch chi wrthym am bwysigrwydd y dirwedd a'r golygfeydd, cymunedau, twristiaeth a'r etifeddiaeth ddiwylliannol. Dywedodd llawer ohonoch hefyd y dylai'r cysylltiad cyfan fynd o dan y ddaear

HAF 2016 Sôn wrthyfych am ein gwaith diweddaraf

- Cyhoeddwyd y llwybr yr oeddem yn ei ffafrio. Roedd yn dilyn y llinell bresennol, ac yn cadw ein hoffer gyda'i gilydd a'r effeithiau gweledol yn yr un ardal
- Roeddem hefyd yn osgoi cymunedau, busnesau gwyliau a nodweddion treftadaeth hyd y gallem
- Dangoswyd ein cynlluniau diweddaraf ar gyfer Afon Menai
- Esboniwyd pam nad oeddem o'r farn mai tanddaearu'r llwybr cyfan oedd y dewis cywir

Cewch wybod mwy am sut rydym wedi ystyried eich ymateb chi a sut mae wedi'n helpu ni i ddatblygu ein cynlluniau yn ein Trosolwg neu ar ein gwefan.

Ein hoffer – gwneud y cysylltiad

Credwn y byddai'n cymryd pedair neu bum mlynedd i adeiladu a phrofi'r cysylltiad, a mwy o amser i adfer y tir ar gyfer y defnydd a wnaed ohono cynt.



Is-orsaf yr Wylfa

Maint presennol: 11 acer
Maint gyda'r estyniad: 12 erw
Uchder y darn talaf o offer: 24m



Yr Wylfa

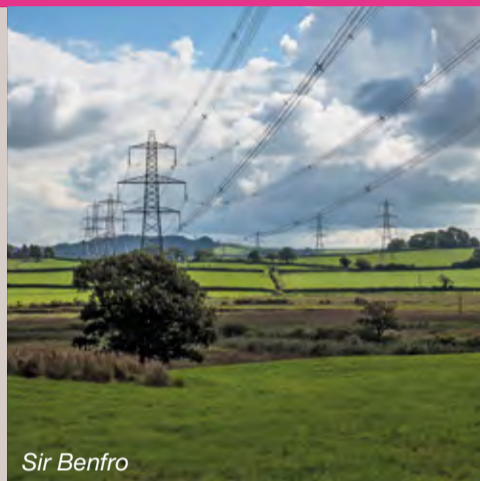
- Mae angen i ni ymestyn yr is-orsaf ac ychwanegu offer newydd oherwydd yr holl ynni newydd a gaiff ei gynhyrchu
- Gwneir yr holl waith y tu mewn i safle'r atomfa

- Ni fydd dim o'r offer y mae angen i ni eu gosod yn uwch na'r offer sydd yno eisoes



Llinellau uwch ben a pheilonau

Uchder arferol: 47m
Lled arferol y groesfraich letaf: 18m
Maint arferol y sylfeini: 7m x 7m
Pellter cyfartalog arferol rhwng peilonau: 334m
Pellter arferol rhwng y ddwy linell: 80m



Sir Benfro

- Er mwyn cario'r holl bŵer o Wylfa Newydd yn ddiogel, mae arnom angen dwy linell – y llinell uwch ben bresennol ac ail gysylltiad
- Wrth ddewis dyluniad y peilonau, buom yn edrych ar y math o dirwedd a golygfeydd pell. Yn ogystal, rydym wedi ystyried y peilonau presennol gan y bydd y peilonau newydd a'r rhai presennol yn cael eu gosod mewn parau gan amlaf ac yn cael eu gweld gyda'i gilydd
- Am y rhesymau hynny, rydym wedi dewis peilon rhwyllwaith tebyg i'r rhai sydd yn y llinell bresennol. Credwn mai dyma'r dewis gorau i leihau effeithiau gwledol gan na fydd yn cyflwyno siapiau gwrthgyferbyniol i'r dirwedd

- Bydd angen i ni greu ffyrdd mynediad dros dro, o gerrig neu dracfatiau, i safleoedd y peilonau ac yna godi pob peilon fesul darn gan ddefnyddio craeniau
- Yna, byddwn yn gosod y gwifrau ar y peilonau, mewn rhesi o ryw ddeg peilon ar y tro gan amlaf
- Ar ôl gorffen, byddwn yn plannu coed neu'n gwneud gwaith tirlunio er mwyn helpu i guddio'r peilonau
- Mae enghreifftiau eraill o linellau cyfochrog yn y Deyrnas Unedig, yn cynnwys rhai yn Sir Benfro a Swydd Lincoln



Compownd pennau selio

Maint y safle'n cynnwys yr adeilad pen twnnel: 2 acer
Uchder y darn talaf o offer: 14m



Y Wern

- Mae arnom angen compownd pennau selio i newid y cysylltiad uwch ben yn un tanddaear
- Bydd arnom angen un ar Ynys Môn lle mae'r cysylltiad newydd yn mynd o dan y ddaear ac un arall yng Ngwynedd lle bydd y cysylltiad yn newid yn ôl yn llinell uwch ben

- Bydd y compownd pennau selio yn agos at yr adeilad pen twnnel. Bydd ffens ddiogelwch o gwmpas y safle a bydd yn cynnwys manau parcio
- Bydd angen i ni greu ffyrdd mynediad parhaol i'r safleoedd
- Byddwn yn gwneud gwaith tirlunio a phlannu i helpu i guddio'r safleoedd



O dan Afon Menai - twnnel

Dyfnnder y siafft: 86m Ynys Môn
 100m Gwynedd
Diamedr y siafft: 15m
Hyd y twnnel: tua 4km
Diamedr y twnnel: 5m



London Power Tunnels

- Ar y naill ben a'r llall i'r twnnel, bydd angen i ni adeiladu siafft unionsyth barhaol
- Yna, byddwn yn gostwng darn o offer o'r enw peiriant tyllu twneli i mewn i un o'r siafftau
- Bydd y peiriant tyllu yn drilio'r twnnel o dan Afon Menai a bydd yn cael ei godi o'r siafft yn y pen draw
- Y tu mewn i'r twnnel, byddwn yn gosod y ceblau angenrheidiol i gludo'r pŵer. Bydd angen i ni osod o leiaf chwe chebl

- Mae angen i'r twnnel fod yn ddigon mawr fel y gellir rhoi digon o le rhwng y ceblau fel na fyddant yn gorboethi
- Er mwyn gwneud y twnnel, bydd angen cloddio miloedd o dunelli o gerrig a phridd. Bydd angen llawer o deithiau lori ond gan y bydd y gwaith adeiladu'n digwydd dros sawl blwyddyn, bydd tipyn o amser rhwng y teithiau
- Byddwn yn gwneud y gwaith adeiladu mewn ffordd debyg i brosiect London Power Tunnels. Cewch wybod mwy yn www.londonpowertunnels.co.uk



Adeilad pen twnnel

Maint y safle yn cynnwys y compownd pennau selio: 2 acer
Uchder a amcangyfrifir: 12m



Kensal Green

- Ar ben y siafftau fertigol, byddwn yn codi adeilad pen twnnel fel y gellir mynd i'r twnnel i wneud gwaith cynnal a chadw yn y dyfodol
- Bydd yr adeiladau pen twnnel yn cynnwys offer pwysig fel ffaniau awyru, a fydd yn helpu i gadw'r aer yn cylchdroi y tu mewn i'r twnnel ac yn helpu â'r broses oeri

- Er mwyn helpu i leihau'r effaith weledol, byddwn yn edrych ar ffyrdd o helpu'r adeilad pen twnnel i weddu i'r amgylchedd o'i gwmpas, gan ddefnyddio cynllun sy'n gweddu i'r ardal leol



Is-orsaf Pentir

Maint presennol: 17 acer
Maint gyda'r estyniad: 24 acer
Uchder y darn talaf o offer newydd: 14m



Pentir

- Yn y compownd pennau selio yng Ngwynedd, bydd yr ail gysylltiad yn newid o gysylltiad tanddaear yn ôl yn llinell uwch ben ac yn mynd ymlaen i'n his-orsaf ym Mhentir
- Mae angen i ni ymestyn yr is-orsaf a gosod offer newydd i gysylltu'r ail linell

- Rydym yn bwriadu codi estyniad ar y naill ben a'r llall i'r is-orsaf. Credwn y bydd hyn yn cael llai o effaith weledol na gwneud un estyniad mwy o faint ar un pen ac mae'n golygu y gallwn gadw rhagor o'r coed sydd yno
- Er mwyn lleihau unrhyw effaith weledol, byddwn yn gwneud gwaith tirlunio a phlannu i helpu i guddio'r estyniadau

Cymerwch ran – sut i gyflwyno'ch ymateb



Mae'ch ymateb chi'n bwysig iawn i ni ac mae'n ein helpu i ddatblygu ein cynlluniau. Gallwch gyflwyno eich ymateb i ni mewn sawl ffordd:

- **Llenwi ffurflen ymateb ar-lein**
- **Ein ffonio a gallwn bostio ffurflen ymateb atoch**
- **Anfon neges ebost atom neu ysgrifennu i'n cyfeiriad rhadbost**
- **Cymeryd neu lenwi ffurflen ymateb yn un o'n digwyddiadau (manylion ar y map y tu mewn)**

Byddwch mor fanwl ag y gallwch. Os credwch bod ffyrdd y gallwn newid y cynlluniau i leihau'r effeithiau eto, dywedwch sut, ac yn bwysig, dywedwch pam.

Mae gennych tan 16 Rhagfyr 2016 i anfon eich ymateb atom ac edrychwn ymlaen at dderbyn eich sylwadau.



Sut y byddwn yn ystyried eich ymateb

Mae'ch ymateb yn bwysig iawn ond mae ymgynghori'n golygu mwy na dewis yr opsiwn mwyaf poblogaidd.

Mae'n rhaid i ni ystyried eich ymateb ochr yn ochr â llawer o ffactorau pwysig eraill, yn cynnwys canllawiau cynllunio

llywodraeth y Deyrnas Unedig a'r dyletswyddau a bennir gan ein rheoleiddwr Ofgem. Mae'r rhain yn sicrhau ein bod yn datblygu cynlluniau sy'n rhoi gwerth eu harian i ddefnyddwyr yn ogystal ag yn ystyried pobl, twristiaeth a'r amgylchedd.

Ein tasg ni yw canfod y cydbwysedd cywir rhwng yr holl ystyriaethau hyn ond, yn y pen draw, llywodraeth y Deyrnas Unedig fydd yn penderfynu a ydym wedi llwyddo.

Trwy gydol y broses ymgynghori, rydym wedi esbonio sut y mae'ch ymateb chi wedi dylanwadu ar ein cynlluniau. Os nad ydym wedi gallu derbyn eich awgrymiadau, rydym bob amser wedi esbonio pam.

Cael gwybod rhagor

Mae sawl ffordd o gael gwybod rhagor a chael gweld sut y gallai'r ail gysylltiad edrych. Mae ein holl ddogfennau ar wefan y prosiect neu gallwch gysylltu â ni i ofyn am gopïau.

Dogfennau a gwybodaeth am yr ymgynghoriad

- **Digwyddiadau:** gallwch ofyn cwestiynau yn ein digwyddiadau. Hefyd, mae gennym fodel cyfrifiadurol 3D a phensetiau fel y gallwch weld sut y gallai'r ail gysylltiad edrych.
- **Trosolwg:** mae hon yn ddogfen ddefnyddiol i'w chael wrth law pan fyddwch yn llenwi'ch ffurflen ymateb. Mae'n esbonio sut y mae'ch ymateb chi hyd yma wedi'n helpu ni i ddatblygu ein cynlluniau ac mae'n rhoi arweiniad manwl i'n cynlluniau diweddaraf. Mae hefyd yn cynnwys delweddau wedi'u cynhyrchu gan gyfrifiadurol sy'n dangos sut y gallai'r ail gysylltiad edrych.
- **Ffilm gyrru trwedd 3D:** mae'r ffilmau gwybodaeth byrion hyn yn eich gyrru ar hyd wahanol ffyrdd sy'n agos at y llwybr ac yn dangos beth y gallech ei weld pan fydd y cysylltiad newydd wedi'i adeiladu. Cewch eu gwyllo ar ein gwefan neu mewn un o'n digwyddiadau.
- **Ein gwefan:** mae ein gwefan yn cynnwys gwybodaeth ddefnyddiol, lluniau a ffilmau a fydd yn dangos sut y gallai'r ail gysylltiad edrych. Mae'n cynnwys map rhyngweithiol o'n cynlluniau diweddaraf a chyfweiliadau â thîm y prosiect sy'n sôn am eu gwaith ac yn ateb eich cwestiynau mwyaf cyffredin.

Dogfennau technegol

- **Preliminary Environmental Information Report (PEIR):** mae'r adroddiad hwn yn esbonio ein hasesiadau cychwynnol o natur a maint effeithiau amgylcheddol tebygol ein cynlluniau.
- **Preferred Route Option Selection Report:** mae'n esbonio pam y dewisom y llwybr yr ydym yn ei ffafrio.
- **Draft Route Alignment Report:** mae'n esbonio pam rydym wedi dewis y llwybr manwl hwn ar gyfer y cysylltiad newydd ac ar gyfer lleoli'r peilonau.
- **Menai Strait Crossing Report:** mae'n esbonio'r opsiynau a ystyriwyd ar gyfer croesi Afon Menai a pham rydym wedi dewis twnnel. Mae hefyd yn esbonio pam y dewiswyd lleoliadau'r compowndiau pennau selio a'r adeiladau pen twnnel.



Beth sy'n digwydd nesaf?

Ar ôl yr ymgynghoriad, byddwn yn edrych yn ofalus ar yr ymateb a gawn, yn cynnwys edrych i weld a oes ffyrdd y gallwn wneud mwy i leihau effeithiau ein gwaith eto.

Pan fyddwn yn fodlon bod y cynlluniau'n barod, byddwn yn paratoi ein ceisiadau a'r dogfennau ategol. Bydd hyn yn cynnwys Adroddiad ar yr Ymgynghoriad, i esbonio sut yr ydym wedi talu sylw i'ch barn chi, a Datganiad Amgylcheddol, i esbonio effeithiau amgylcheddol tebygol ein cynigion.

Ar ôl cyflwyno ein ceisiadau, tua diwedd 2017 mae'n debyg, cewch ragor o gyfle i gynnig ymateb i'r Arolygiaeth Gynllunio. Cewch ragor o wybodaeth yn: infrastructure.planninginspectorate.gov.uk/cy/

Os cawn ganiatâd, bydd angen i ni gwblhau ein gwaith erbyn canol y 2020au pryd y disgwyllir i Wylfa Newydd ddechrau cynhyrchu ynni.

Gwaith yng ngorllewin Gwynedd

Yn ogystal â'n gwaith rhwng yr Wylfa a Phentir, mae angen i ni gryfhau rhannau o'n rhwydwaith trydan rhwng Pentir a Thrawsfynydd. Mae hyn yn cynnwys:

- is-orsaf newydd ger Bryncir
- gwaith ar y llinell uwch ben bresennol ger Bryncir
- rhoi 12 cebl newydd yn lle'r tri presennol yn Aber Afon Glaslyn

- gwneud mân waith yn ein his-orsaf bresennol yn Nhrawsfynydd
- efallai y bydd angen mân waith hefyd ar y llinell uwch ben bresennol rhwng Pentir a Thrawsfynydd

Byddwn yn cynnal ymgynghoriad ar y gwaith hwn y flwyddyn nesaf cyn gwneud cais am ganiatâd i Gyngor Gwynedd.

Cysylltu â ni:

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



Ewch i wefan y prosiect:
www.cysylltiadgogleddcymru.com



Anfonwch neges ebost i:
nationalgrid@cysylltiadgogleddcymru.com



Ysgrifennwch i'n cyfeiriad rhadbost:
FREEPOST NATIONAL GRID NW CONNECTION



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



Cofrestrwch i gael negeseuon testun:
Teestiwch **NGCYM** i **80800**



Dilynwch ni ar Twitter i gael y newyddion a'r lluniau diweddaraf:
@NGNorthWales

6.2.24

Appendix 24

Stage Three Consultation Overview document October 2016 (English)

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North Wales Connection Project

Connecting new low carbon energy in North Wales

Proposals for a new high voltage connection in Anglesey and Gwynedd

Project information and proposed designs: an overview

October 2016





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Our proposals in North Wales and consultation in autumn 2016

This booklet details National Grid's proposals to build a second connection in Anglesey and North Gwynedd for Horizon Nuclear Power's proposed new nuclear power station, Wylfa Newydd.

We're proposing this connection is made up of pylons on Anglesey and in Gwynedd, and a tunnel under the Menai Strait.

Wylfa Newydd will generate 2.8 gigawatts of electricity – that's enough to power over five million homes with low carbon electricity.

Our new connection is essential to make sure this power reaches the homes, businesses, schools, hospitals and other essential services that rely on electricity every single day. It is also an important part of bringing forward the many billions of pounds of investment the nuclear power station will create in North Wales.

Wylfa to Pentir - what's new in autumn 2016?

Since our last consultation, we've been considering your feedback and undertaking a wide range of assessments to look at landscape, ecology, the local economy and other important factors. This helped us establish how and where to build the new connection in a way that keeps effects on the local area as low as we can.

In the summer, we provided more detail on how we could cross the Menai Strait. We also confirmed which route we'd use for the rest of the connection from Wylfa to east of Llangefnï and which options were no longer being considered.

Our proposals have been updated since the summer and you can now see a detailed proposed design. This shows what the second connection could look like and the effects it could have.

Consultation in autumn 2016

- We will use a tunnel to go under the Menai Strait. At around 4km long, the tunnel goes beyond the Area of Outstanding Natural Beauty (AONB) and means our equipment is further back from the coast and communities, helping to reduce effects on the wider Menai Strait area and the iconic views
- Anglesey Central and Gwynedd South have been chosen as locations for the sealing end compounds and tunnel head houses (where the connection will go underground)
- At around 30km the new line runs broadly in close parallel with the existing line, keeping away from larger communities and avoiding putting pylons into new areas
- We've chosen a steel lattice pylon that looks similar to the existing pylons – we think this is the best option to reduce visual effects as it won't introduce contrasting shapes into the landscape
- We will need to extend our existing substations at Wylfa and Pentir. At both substations we've sought to use surrounding landscaping and trees to reduce visual effects as much as we can
- We're also showing proposals for the temporary access roads we'll need to build the connection and which roads we plan to use for construction traffic

Have your say

Our consultation is on our work from Wylfa to Pentir and is open from 5 October to 16 December 2016.

Based on our own assessments and what you've told us, we think our proposals strike the right balance between everything we have to consider. But there's still opportunity to make further changes.

If you think there are ways we can change the proposals to reduce the effects further tell us how and, importantly, tell us why.

We're asking for your opinion on the equipment we need for the connection including pylon types and the route, our work at the Menai Strait and the equipment this requires, and the areas we need for construction.

Your feedback will help us review the proposals and see if there are ways we can further reduce the effects.

Your comments really can influence our work and we hope you will take part and have your say.

Don't miss your opportunity to influence our work

This is likely to be our last consultation on the whole connection so it's really important you take part so your views can be considered.

See page 62 for details of how to provide your comments.

Consultation on Wylfa Newydd – autumn 2016

Horizon Nuclear Power is consulting on its proposals for the Wylfa Newydd Project between 31 August and 25 October 2016.

There's more information on Horizon's consultation on page 63.

Next steps

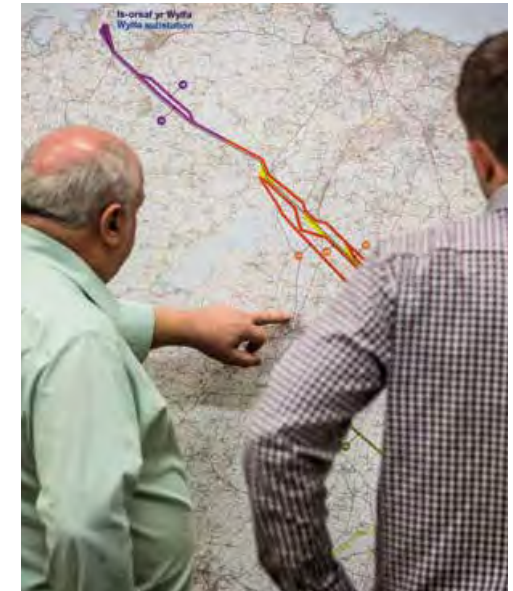
After the consultation, we'll look carefully at the feedback we receive from people and specialist bodies to see if there are ways to change the proposals to further reduce the effects of our work.

When we're happy the proposals are ready, we'll prepare our application and the supporting documents. These will include:

- a Consultation Report, to explain how we've taken your views into account
- an Environmental Statement, which will explain the likely environmental effects of our proposals

We'll then apply for a Development Consent Order (DCO) for the connection which we anticipate will be in late 2017, depending on the outcome of the consultation. The application will be made to the UK government via the Planning Inspectorate.

For more information on what happens next, see page 64.



Unlocking low carbon generation today to meet your energy needs for tomorrow

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



New energy sources in North Wales

In North Wales, Horizon Nuclear Power is planning to build a new nuclear power station, Wylfa Newydd. The new station will generate 2.8 gigawatts of electricity – that’s enough to power five million homes with low carbon electricity.

Isle of Anglesey County Council’s Energy Island programme is planning to capitalise on this and other investments in energy by putting Anglesey at the forefront of low carbon energy development.

The 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.

All this new energy needs connecting to the national electricity network so it can get from where it’s generated to the communities and businesses that use it.

That’s where National Grid comes in – it’s our job to provide the connection. This puts us at the heart of facilitating the low carbon energy and the investment it creates for North Wales and beyond.

Our role and the need for a second connection

There is an existing overhead line across Anglesey, from Wylfa to Pentir, but on its own it can’t securely carry the volume of electricity Wylfa Newydd will generate.

To create a secure and reliable connection for the power station we need two lines – the existing line and a second connection.

More information

There is more information on why a second line is needed for Wylfa Newydd in our ‘Strategic Options Report Update, September 2016’ and ‘Need Case’ documents. See page 68 for details of where to view a copy.





Our work in West Gwynedd

In addition to our work from Wylfa to Pentir, we need to strengthen the electricity network near Porthmadog and Bryncir. This is to support Wylfa Newydd and additional power from Greenwire and Codling Park wind farms in Ireland, which are connecting into the UK network in North Wales. Our upgrades will provide secure and reliable power supplies to North Wales and beyond.

To strengthen the network, we need:

- to undertake work on the existing overhead line between Pentir and Trawsfynydd, and carry out minor work at our existing substation at Trawsfynydd
- a new substation near Bryncir
- to replace the existing cables at the Glaslyn Estuary with 12 new cables and carry out work on our existing equipment at Wern and Y Garth

We first consulted on these proposals in 2012. Since 2012, the amount of new energy generation in North Wales has changed as the power companies have altered their plans. We've needed them to provide more detail on their plans before progressing. Now this has happened, we can continue with our work.

Consultation on our work in West Gwynedd in 2017

We are not consulting on our work in West Gwynedd at this time, but have provided information so local communities can understand all of the proposals relating to the North Wales Connection Project.

We're talking to communities in the area about what our work means for them and continuing to develop our proposals.

We will be holding a consultation on this work in 2017 ahead of submitting applications to the relevant bodies.

In the meantime, if you have comments about our work in West Gwynedd, we're always open to feedback on any aspects of our work in North Wales.

You can find more information on page 60.

Our approach to developing new connections

When National Grid is requested to connect new power sources to the electricity network, there are a number of important factors we are required to consider.

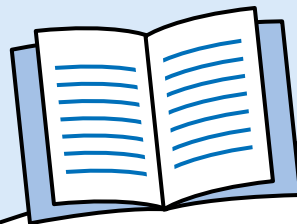
As you would expect, there are strict quality standards and legislation we must meet to ensure new connections are safe, reliable and affordable.

At the same time, we must consider effects on people, places and the environment and follow guidance which is outlined in relevant policies.

Our aim is to develop a proposal that we think will get consent by achieving the right overall balance of all the factors we must consider. We follow a detailed process focused on achieving that.

Government guidance

The UK government provides planning guidance and sets the rules that make sure we operate the electricity network in a way that benefits everyone in society.



Some of the factors we take into account

Technical

Ensuring the connection will operate reliably, safely and securely

Cost

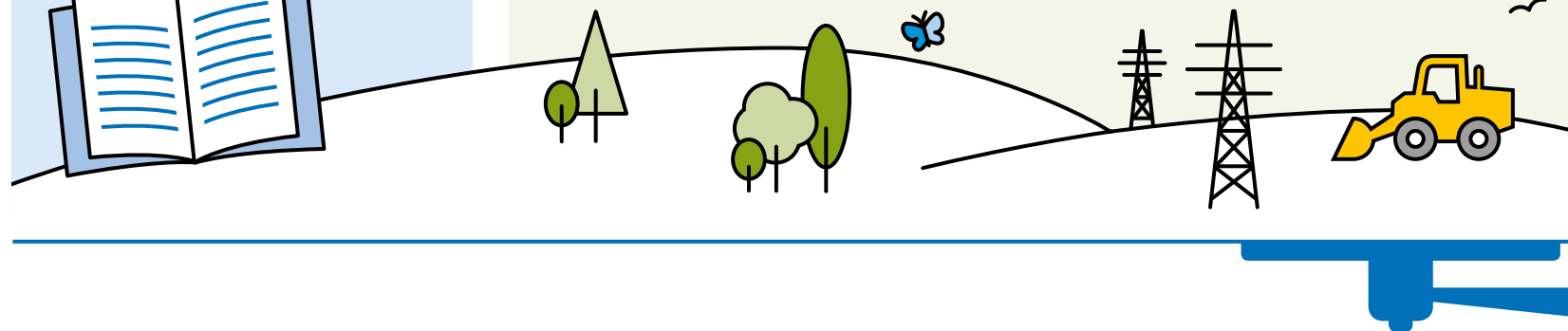
Making sure the connection will be cost-effective to build and operate, in line with Ofgem's focus to help keep consumer electricity bills as low as possible

Communities and people

Carefully considering the settings of towns, villages and properties and taking account of local economic activity such as tourism and agriculture

Landscape

Considering the landscape including views to and from the area of the new connection

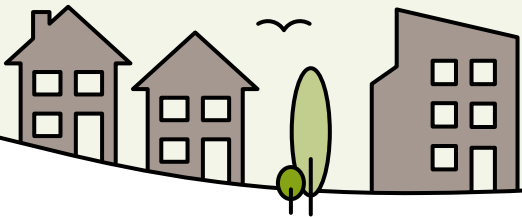


Cultural heritage

Looking at areas of historical significance, such as archaeological sites

Ecology

Considering important plant and animal species and what effect we could have on them



Feedback and refining the proposals

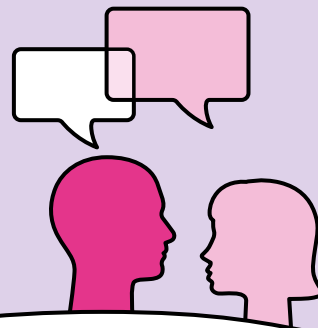
Finding a balance isn't always easy as the different requirements and considerations we must meet can sometimes compete with one another.

To check the decisions we've made and to help us develop the proposals, we consult with local people and specialist bodies, such as heritage and environmental organisations and ask for their opinions.

Their feedback helps us understand what is most important to people and builds on our assessments with additional information.

It influences our decisions and helps shape the proposals.

The consultation is part of the consenting process and helps make sure we better understand the effects of our work and if there are ways to reduce these effects.



Government decision

Through consultation and assessments, we work hard to develop proposals that we think achieve a balance of all these factors.

We make decisions on how the proposals develop, but we do not make the decision on whether we have got the balance right or whether those proposals should go ahead. That decision sits with the UK government.

To get consent to build the connection, we make an application to the Planning Inspectorate. They then examine the proposals against planning guidance

and hold public hearings to seek further feedback. Following this examination, the Planning Inspectorate makes a recommendation to the Secretary of State.

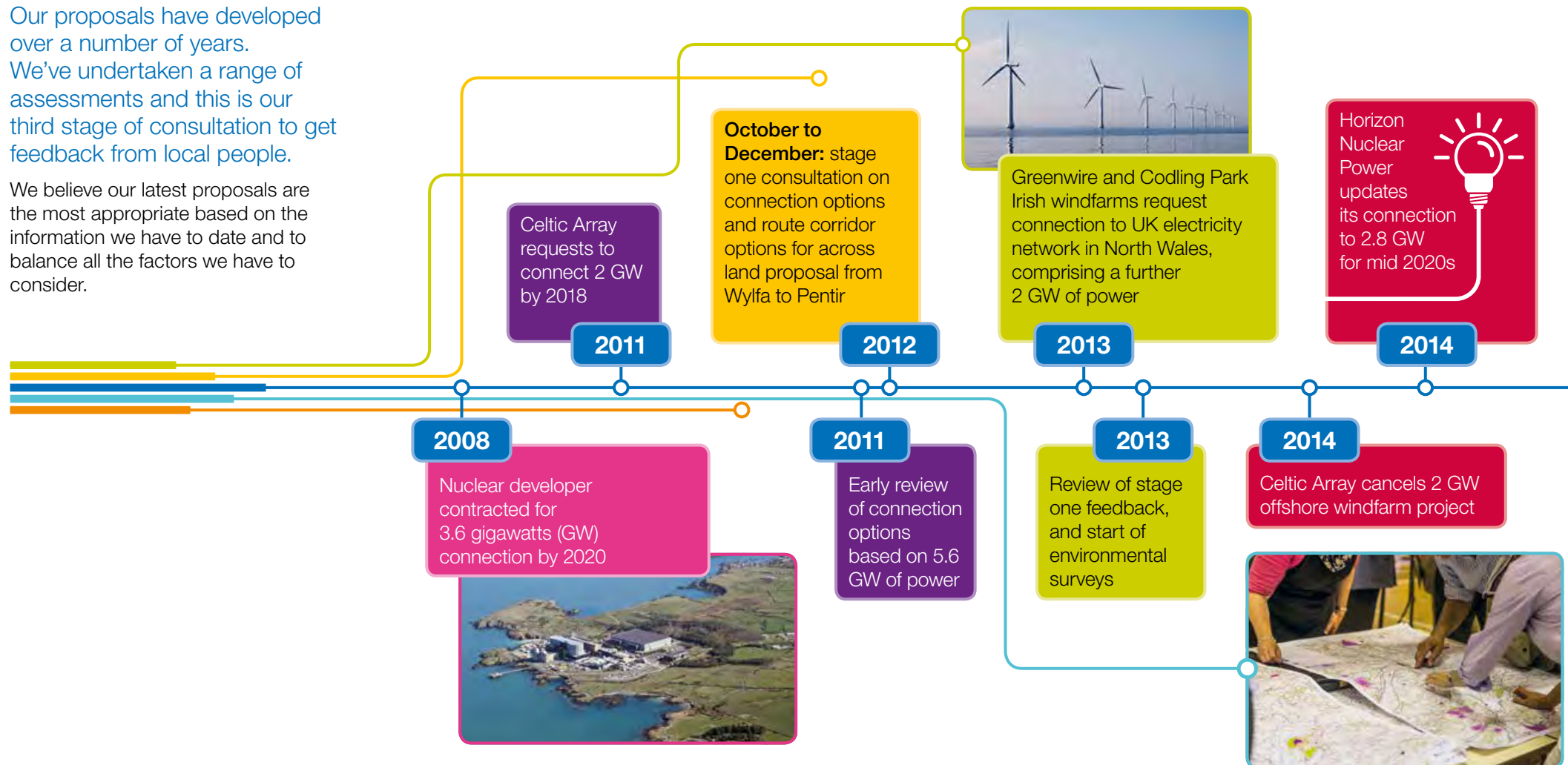
Ultimately, it's the Secretary of State for Business, Energy and Industrial Strategy who will decide whether we have struck the right balance and whether our proposals should be given consent.

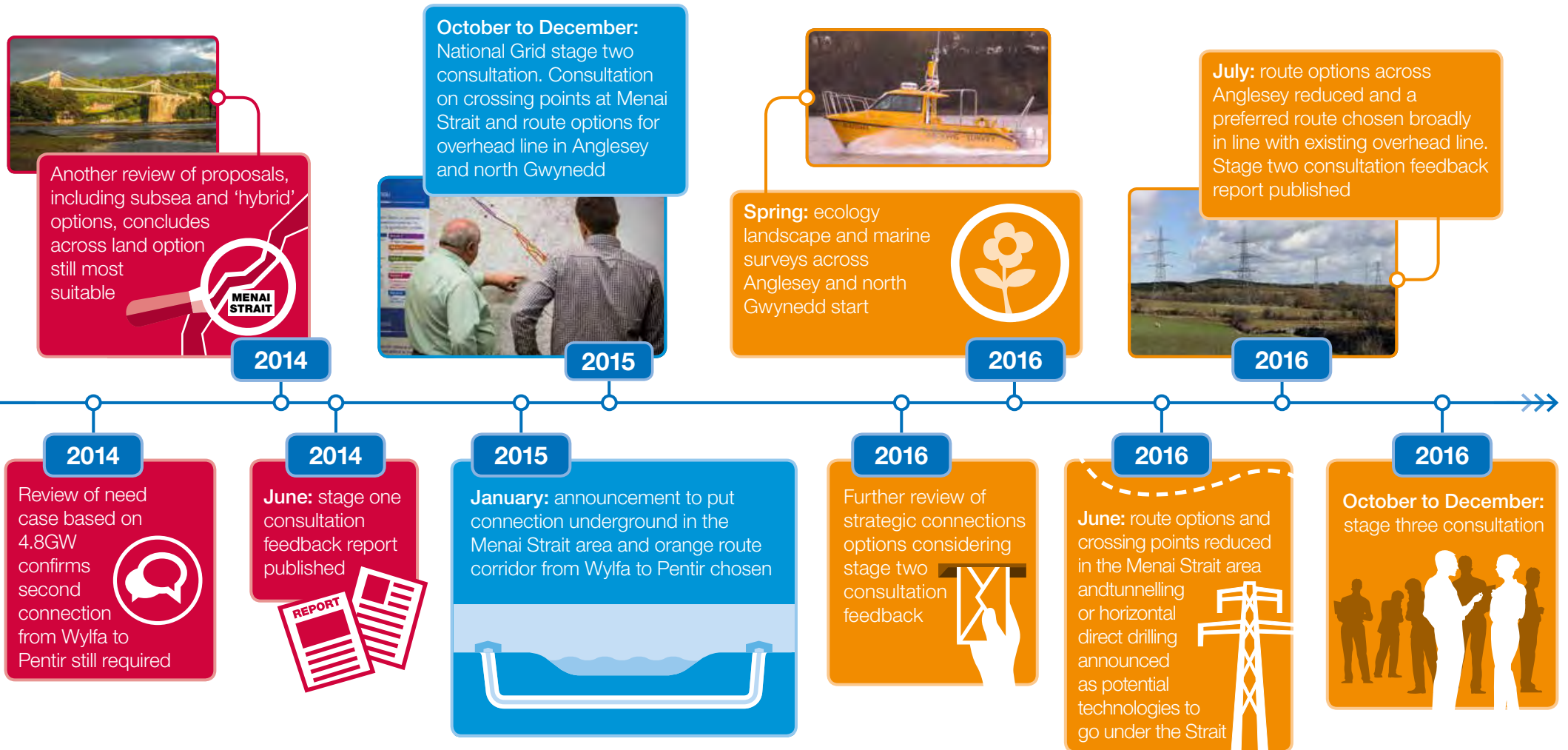


Connecting Wylfa Newydd – developing our proposals

Our proposals have developed over a number of years. We've undertaken a range of assessments and this is our third stage of consultation to get feedback from local people.

We believe our latest proposals are the most appropriate based on the information we have to date and to balance all the factors we have to consider.





Connecting Wylfa Newydd – how your feedback has influenced our work

Your feedback has played an important part in influencing our proposals and has helped us to understand what different people, community groups and specialist organisations feel is most important to them.

Many people have expressed concerns about our work and said that we should put the connection in the sea or underground.

We have read and considered all of the feedback people have given us, but feedback is just one of the things we need to consider. We've also got to listen to specialist bodies responsible for preserving ecology, heritage and the environment and make sure the connection is safe, reliable and offers 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.

The following provides an overview of how we've taken feedback into account and how it's helped shape our proposals.

Stage one autumn 2012 to early 2015: identifying a technology option and route corridor

Our proposals

- We explained the technology options we had considered to make the connection, including HVDC (high voltage direct current) subsea, AC (alternating current) subsea and AC across-land
- We chose an across-land connection from Wylfa to Pentir and explained why we thought this was the most suitable option to balance all of the requirements we must consider
- We proposed a number of route corridors (broad ribbons of land to route a connection) across Anglesey and North Gwynedd: orange, yellow, blue, purple and a 'common area' at the Menai Strait
- Where the route corridors came together at the 'common area' there were five options to cross the Menai Strait: A to E
- We said we thought an overhead line from Wylfa to Pentir would be the most suitable technology option
- We published a number of reports to explain our proposals, including the Strategic Options Report and Initial Route Corridor Report

The feedback we received

- Many people challenged our decision of an across-land, overhead line proposal as they thought it would affect local communities, the landscape and economy of Anglesey
- In Gwynedd, people raised concerns about effects on communities, particularly the area around Y Felinheli and Bethel. Many people said they did not want any further overhead lines in north Gwynedd because they thought there would be effects on communities, tourism and Snowdonia National Park
- The majority of people wanted us to reconsider a subsea connection and look in more detail at the potential effects on the local economy. A hybrid option was proposed including a combination of overhead lines and subsea cables, which you wanted us to investigate
- You told us the local economy, especially tourism, the effects on local communities and the landscape were some of the most important issues to you and that we should avoid effects on these
- You told us that the Menai Strait and Anglesey Area of Outstanding Natural Beauty (AONB) are particularly special places, and that we should not put an overhead line here. You asked if we could put the cables on the Britannia Bridge to make the crossing over the Menai Strait
- Of those who expressed a preference most people preferred the orange corridor, which broadly follows the existing line across the middle of Anglesey
- Of the five Menai Strait crossing options presented, the highest number felt Option B, which runs alongside the existing line that closely paralleled the Britannia Bridge, was the most suitable

What you told us

“Use underwater cables so as not to spoil the Anglesey landscape.”

“The construction of new pylons...across the Strait would certainly spoil the natural beauty of the area, thus affecting tourism and the local people’s enjoyment of the landscape.”

“A hybrid would reduce the risks that a wholly subsea may pose in both technical and financial terms.”

What we did in response

- We undertook a review of all of the technology options we had previously proposed, as well as the hybrid option put forward in the feedback to back-check our decisions. Following this review, we established an HVDC link was not suitable and that an AC across-land connection was still the most appropriate technology for Wylfa Newydd. We published an updated Strategic Options Report which explained the work we had done and our conclusions
- We reviewed all of the corridor options based on what you had told us and our own assessments. We decided to take forward the orange route corridor. This offered the best opportunity to route a connection away from some of the most valued areas of Anglesey, such as the coast, and away from some of the larger communities
- We also ruled out the route corridors near to Bethel and Y Felinheli to focus on a smaller area where we could cross the Menai Strait
- We looked at the area around the Menai Strait and investigated if the Britannia Bridge was an option to carry the connection. Our work found that issues such as limited available space, the weight of the cables and getting cables on and off the bridge presented technical difficulties, so it wasn't a preferred option
- We also assessed the effects of an overhead line in the valued Menai Strait area. In recognition of its AONB status and the feedback we had received, we said we would put the connection underground here and committed to doing more work to establish how best to do this
- At this time, the amount of proposed generation in North Wales changed and we undertook a review of the need for our project to make sure a second connection was required. Our review concluded a new connection was still needed

Stage two autumn 2015 to summer 2016: route options and crossing the Menai Strait

Our proposals

- We said we thought an overhead line remained the most suitable option to balance all of the duties and factors we must consider
- We provided additional information on the challenges of a subsea connection, the technical difficulties this presented for connecting a nuclear power station and why we were not taking this option forward
- We proposed a number of route options within the orange route corridor. In the main, the route options were developed to keep close to the existing line as much as possible, which offered the best opportunity to reduce the overall impact of our work on communities – this is also something a number of people asked us to do
- The route options were also developed to reduce effects on other important features, including tourism locations, heritage sites, ecology and landscape features

- We provided more detail at the Menai Strait including search areas for sealing end compounds, where the connection would change from overhead to underground
- We also said it had not been possible to avoid every community and sensitive area along the routes and committed to do further work to assess effects on these areas
- We published a Route Options Report to explain our proposals

The feedback we received

- There continued to be concerns about all the route options and many people said we should put the connection underground to avoid visual effects in Anglesey and north Gwynedd
- People had concerns about the prospect of pylons in new areas away from the existing line

- At the Menai Strait you had concerns about pylons in new areas. You told us to think carefully about effects on communities in the area including Llanddaniel Fab, Llanfairpwll and Star. The Vaynol Estate, Plas Newydd and the Marquess of Anglesey's Column and the value of these sites to tourism in these areas were further important considerations
- In Gwynedd, you also asked us to look carefully at the concentration of lines around the Pentir substation and wanted us to consider putting the connection underground here. People thought two lines running alongside the A55 would have an impact on the landscape for people travelling this route, which includes people visiting the area
- People wanted us to provide more detail on our work around the Menai Strait and which of the options we would be taking forward

- Across Anglesey and Gwynedd, you said views and the landscape are valued and are a part of what make the area special and that we should keep away from communities and people
- We got lots of feedback about areas along the route options you said we should consider. This included villages and properties, tourism businesses and sites like Llyn Alaw reservoir, the fens and wildlife sites
- People said that if the connection had to be overhead, they felt it should be close to the existing line to keep effects of the two lines close together

Why can't you put the whole connection underground?

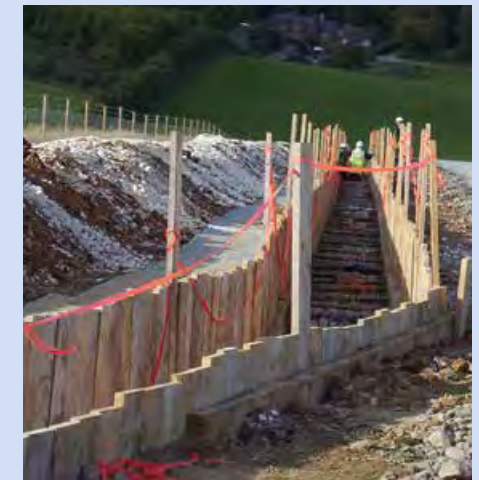
We know many people would prefer us to put the whole connection underground and we have looked carefully at this option.

We recognise the visual benefits of putting the whole connection underground, but this needs to be balanced alongside other considerations like cost.

Putting the whole connection underground between Wylfa and Pentir would cost over one billion pounds. This is hundreds of millions of pounds more expensive than our preferred option. We have to make sure our work offers value for money because our costs are passed on to all of us through our energy bills.

Underground construction is also very disruptive and needs a continuous working width of typically 65m, about the width of a football pitch. This is likely to have more effect on cultural heritage, ecology, archaeology and land use when compared to building pylons.

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, like the Menai Strait, or very visually sensitive areas such as the Glaslyn Estuary in Porthmadog.



Underground construction needs a continuous working width of 65m, about the width of a football pitch.



What you told us

“The entire Menai Strait is an exceptional national icon and much admired throughout the United Kingdom and abroad.”

“Cables should all be placed underground regardless of cost.”

“It seems preferable to have two lines close together rather than build a line in another part of the island which is as yet relatively unspoilt.”

Stage two autumn 2015 to summer 2016: route options and crossing the Menai Strait

What we did in response

- We carried out a further review of our choice of overhead line to see if a wholly underground option was appropriate. After this, we still thought an overhead line, with a section underground at the Menai Strait, were the most suitable technologies to balance all of the factors we must consider
- In June 2016, we provided more detail on our work at the Menai Strait. On Anglesey, we confirmed we weren't taking forward part of the 5A and 5D routes and south sealing end compound search area, closest to Gaerwen and Llanddaniel Fab. We thought other routes would have less impact on views, cultural heritage and places of historic interest
- In Gwynedd, we ruled out the 5H route and North sealing end compound search area near Bangor. We thought the other routes would have fewer effects on communities and the landscape, and people travelling on the A55
- We reduced the sizes of the remaining sealing end compound search areas – where the connection would go underground – to keep our equipment further from the coast and Area of Outstanding Natural Beauty (AONB)
- We identified four areas where we could go underneath the Menai Strait and two technologies we could use – direct drilling or a tunnel
- In July, we said which route we would be taking forward for the rest of the connection from Wylfa to east of Llangefni, and ruled out other options
- Broadly, we chose a route close to the existing line to keep equipment together and any visual effects within the same area
- While it was not possible to avoid all properties, in many places the chosen route was on the opposite side of the existing line to communities such as Llanfechell, Rhosybol and Talwrn to help reduce effects
- We extended the search area in the Rhosgoch and Rhosybol area where we could change from one side of the line to the other, to give us more options to reduce the effects on individual properties and the villages
- Where possible, we also looked to keep the route away from cultural heritage and wildlife areas, such as Plas Newydd, Cors Erddreiniog and others
- We committed to continue to work closely with people whose properties are near the route as we developed a detailed design for the connection to reduce effects further where possible
- We also published a Feedback Report which summarised all of the feedback we received to our latest consultation and how we're taking this into account

3560

pieces of feedback

Campaign responses: **2625**

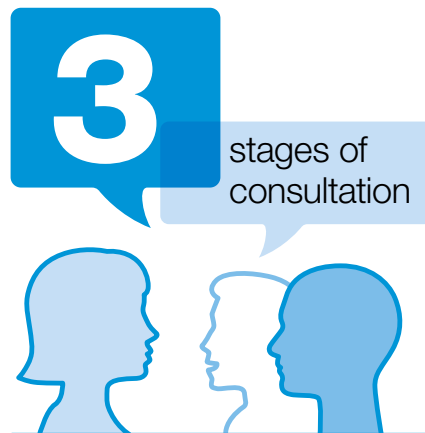
Feedback forms: **731**

Letters and emails: **204**

70
consultation
events
2012-2016



ecology surveys across
Anglesey and Gwynedd
in a year



Our autumn 2016 proposals and how we're reducing effects further

Our proposals have been influenced by the feedback we've received at every stage.

Our detailed proposals for autumn 2016 continue this. Together with our own assessments, we've used feedback from communities and technical specialists to further reduce the effects of our work.

What do you think of our proposals?

If you think there are ways we can change the proposals to reduce the effects further, tell us how, and importantly, tell us why. See page 62 for how to provide feedback.

New for autumn 2016 – what we are consulting on

For the first time, we are putting forward a detailed design for the second connection. This will give you a much better understanding of what the connection could look like and the effects it could have. Our proposals include:

- the detailed route and the location of pylons
- the steel lattice pylon design we are proposing
- our work to tunnel under the Menai Strait including tunnel head houses and sealing end compounds at either end of the tunnel
- extensions to the existing substations at Wylfa and Pentir
- temporary works such as construction compounds, road access points and lay-down areas to store equipment along the route
- transport routes for the delivery of materials and removal of waste
- screening and other mitigation measures
- anything else you want to tell us about our work so far

To develop the proposals we have:

- reviewed all of the feedback we received and taken account of this, where possible, in developing a design
- undertaken further surveys including on ecology and landscape
- met with landowners in the area of our proposals to understand how the land is used so we can take this into account
- completed a number of socio-economic studies looking at local economic activity, such as tourism and other businesses
- conducted a range of traffic and transport studies to develop a construction plan including the roads we could use for construction traffic
- undertaken a further review of our work to check our decisions and make sure that what we're proposing is still the most suitable way to balance all of the factors we must consider

We've split the route into six sections to make it easier for you to give us your feedback.

Over the following pages you can find out more about where we are proposing to put equipment, what it could look like and the decisions we've made to limit the effects of our proposals.

Section A page 26

Wylfa to Rhosgoch

Section B page 28

Rhosgoch to Llandyfrydog

Section C page 30

Llandyfrydog to B5110 north of Talwrn

Section D page 32

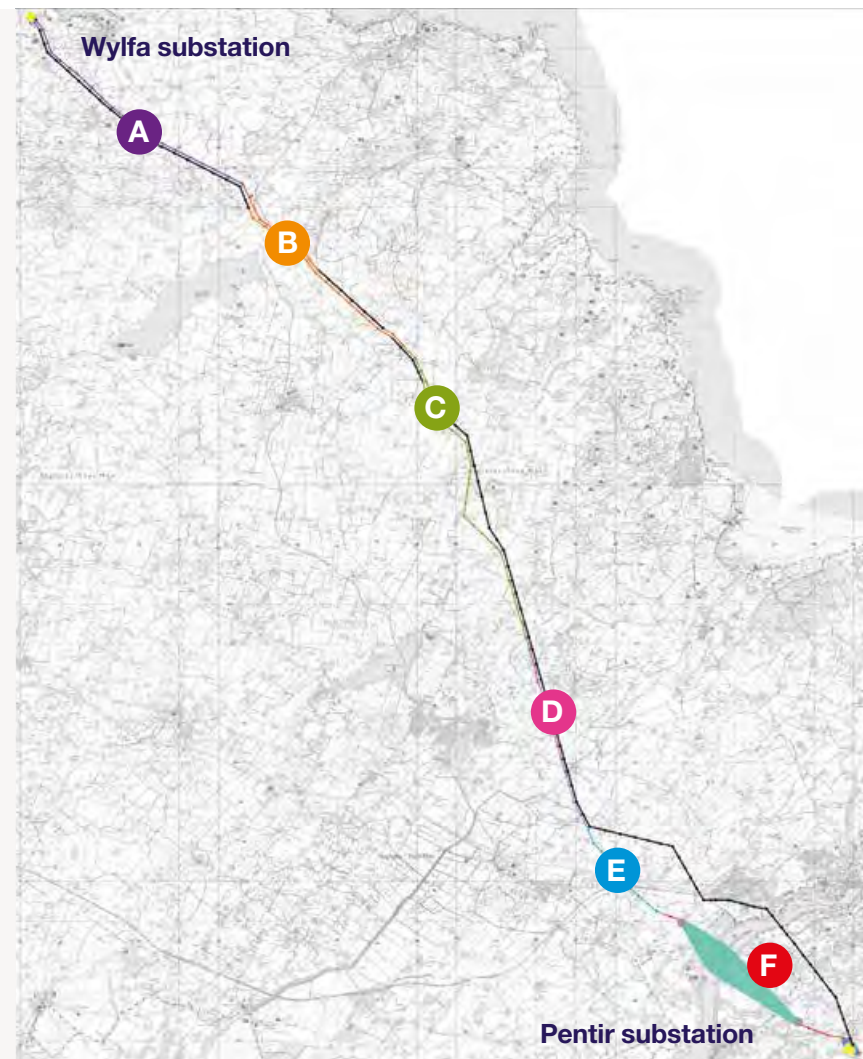
B5110 north of Talwrn to Ceint

Section E page 34

Ceint to the Afon Braint

Section F page 38

Afon Braint to Pentir



Pylon designs

When selecting a pylon design, we look at the type of landscape in which we're building including near and long distance views. We also look at what opportunities there are to use valleys, woodland and other natural screening to help reduce visual effects.

We also consider noise, local economic activity, heritage, ecology, transport, water resources, engineering and cost – together with any feedback we receive from landowners, local communities and technical specialists, such as environmental and heritage bodies.

For this project, we've also considered the pylon design on the existing line as the new and existing pylons will be seen together.

There are various pylon designs available, such as the T-pylon and different types of steel lattice designs, and we've considered them all.

Our chosen design for Anglesey and Gwynedd

We've chosen a similar lattice pylon as the existing line – we think this is the best option to reduce visual effects as it won't introduce contrasting shapes into the landscape.

While similar in height and shape to the existing pylons, the new pylons have an overall lighter-weight and thinner appearance. These are the lightest-weight design we can use that are capable of supporting the number and size of wires we need.



Talwrn

What do you think of the chosen design?

We think the lattice design we are proposing is the most suitable based on your feedback and our assessments.

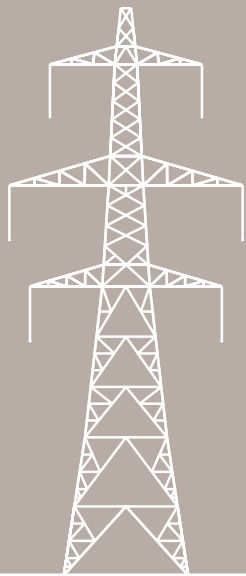
In most areas of the route, the new line and existing line are in close parallel. In some areas, such as the approach to the Menai Strait, the new line takes a different route. In these areas, we still think the full height lattice pylon will be most suitable, but an alternative design could be an option as the benefits of matching the design on the existing line reduce.

If you have comments on the pylon design we are proposing in any area of the route, including consideration of an alternative design, we'd like your feedback.

If there are changes you think we can make let us know and importantly, let us know why.

For details of how you can send your feedback see page 62.

Current pylon design



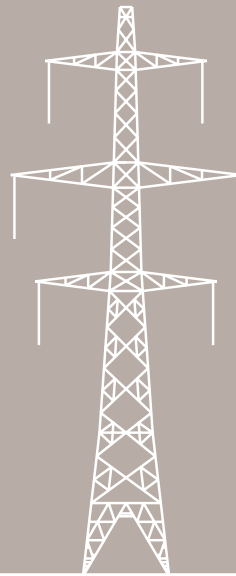
Conventional lattice pylon

Height: typically between 46m-50m

Cross-arm: approximately 21m at widest point

Base: approximately 9m x 9m

Chosen pylon design



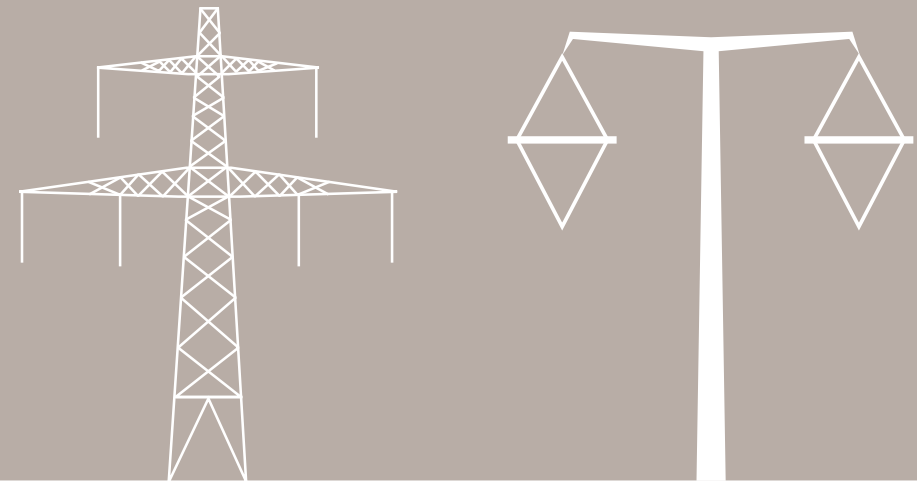
Proposed lattice pylon

Height: typically 47m

Cross-arm: approximately 18m at widest point

Base: approximately 7m x 7m

Other pylon designs



Low-height lattice pylon

Height: typically between 38m-41m

Cross-arm: approximately 30m at widest point

Base: approximately 7m x 7m

T-ylon

Height: typically between 35m-38m

Cross-arm: approximately 31m at widest point inc. insulators (22.5m cross-arm only)

Base: approximately 2m diameter

Keeping the new and existing lines close together

We think keeping our equipment close together will give us the best opportunity to keep the overall impact of the new connection as low as possible.

A second connection is needed because the existing overhead line across Anglesey can't securely carry the volume of electricity Wylfa Newydd will generate.



When planning a new overhead line, the Holford Rules, planning policy and guidance say that, unless there is good reason to do otherwise, we should take the most direct route, with no sharp changes of direction. This helps reduce the number of pylons and the overall visual effect of the line.

The existing line on Anglesey and Gwynedd meets these guidelines and we think following a similar route will help us to reduce visual effect on the landscape and views. By keeping our new and existing equipment close together, it also helps reduce the likelihood of there being pylons in views where there aren't pylons already.

While we plan to keep the new line and the existing line close together, we don't have to stay on the same side of the existing line for the whole route. In several places the line 'swaps over' to the west or east of the existing line. This means we can stay on the far side of the existing line where we come close to villages, such as Llanfechell and Talwrn.

We do recognise that keeping our equipment close together could lead to increased visual effect for those living nearby or have an increased effect on important areas for wildlife and heritage.

We've worked hard to consider factors like this to identify locations for individual pylons. In many cases, this has included specifically considering views from properties closest to the new line to help identify sites for pylons that will reduce effects.

These photos show examples of other parallel lines across the UK, including those in Pembrokeshire and Lincolnshire.

'Pairing up' pylons

In most instances, we keep the existing and new pylons broadly in pairs. This keeps views more open between pylons and also means wires run in the same line, which helps to reduce effects.





Lincolnshire



Lincolnshire



Lincolnshire

Extension at Wylfa substation

The proposal

We need to extend the substation to make space for the equipment needed to connect the new line to it.

The size and position of the extension allows us to route the new line as it leaves the substation on the east keeping further away from Tregele and Llanfechell.

Reducing the effects

In planning the extension we have considered the views from nearby communities, including Tregele and Cemaes.

By better using space and using newer, smaller equipment we have kept the extension as small as possible. The extension will be significantly lower than the current buildings and the existing mound. The trees surrounding the substation will also help to screen it. The landscaping planned by Horizon Nuclear Power will help to further screen the substation from views from local communities.



Wylfa substation



Tregele



Wylfa substation



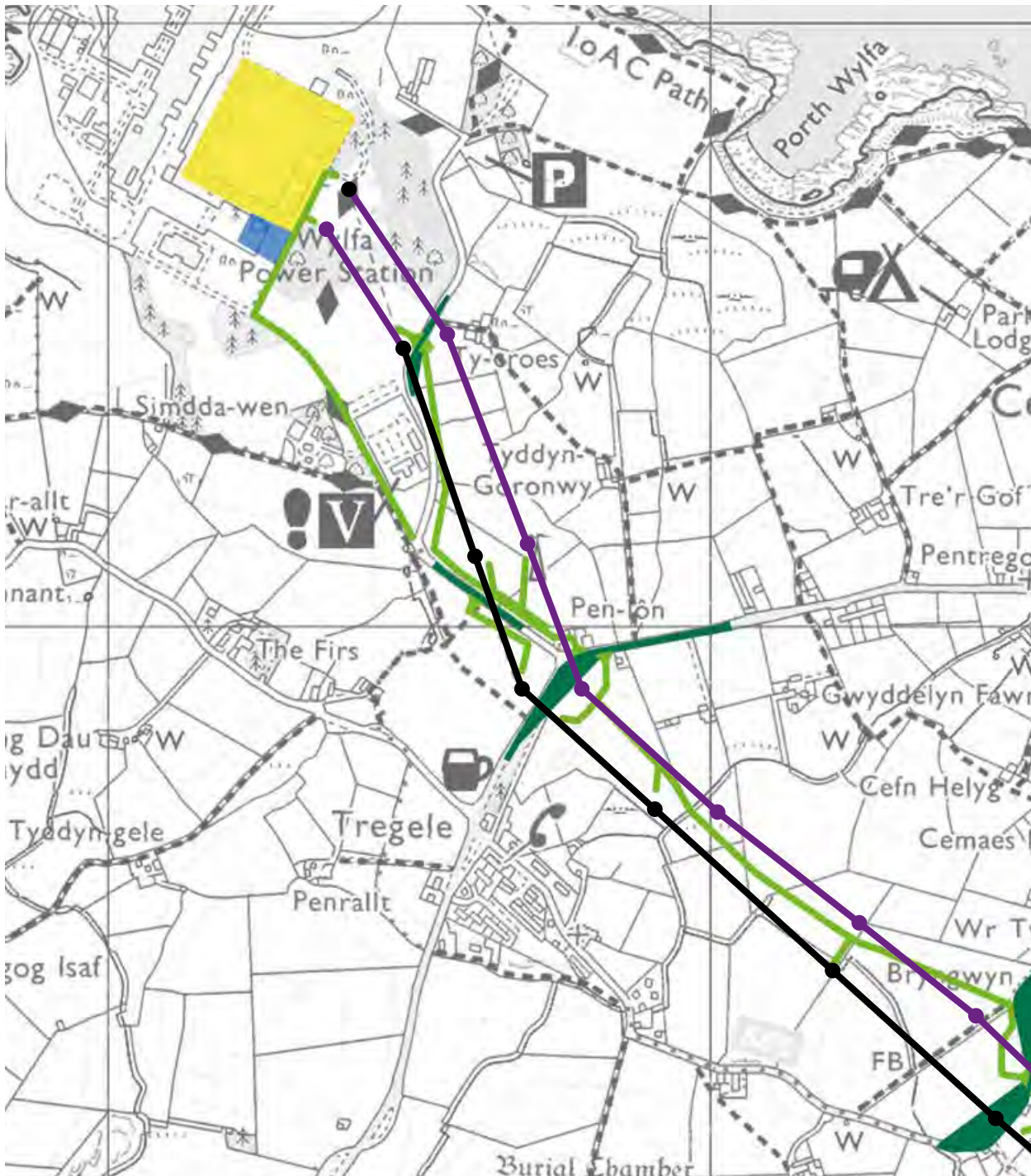
Have your say on how we can reduce the effects

We think our substation extension proposal is the best option to reduce effects on the surrounding area, while meeting technical requirements.

If there are ways you think we can reduce the effects further, we'd like your feedback.

Let us know any changes you think we should make and, importantly, let us know why.

For details of how you can send your feedback see page 62.



Key

| | |
|--|------------------------|
| Proposed sections of overhead line | Proposed new pylons |
| Section A | |
| Existing overhead line to be retained | Existing pylons |
| Access road | |
| Construction access from public roads | |
| Existing substation | |
| Proposed extension at substation | |

0 0.1 0.2 0.3 0.4 0.5

Distance in kilometres

Section A

Wylfa to Rhosgoch

The proposals

In this area, we're proposing a new overhead line to the east of the existing overhead line. To connect to the substation we will re-align the existing wires. The pylon design for the new overhead line is similar to the lattice pylons on the existing line.

Reducing the effects

In this area you wanted us to consider 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.

- We are proposing a lattice pylon design similar to the existing pylons so we don't introduce a contrasting shape into the landscape. In most places the new pylons are in pairs with the existing pylons. This keeps views more open between pylons and also means wires run in the same line, which helps to reduce the visual effect
- We are using existing pylons and realigning the wires to connect to the substation which reduces the need to remove trees through the woodland surrounding the site
- We'll keep on the far side of the existing line from Tregel and Llanfechell, while keeping close to the existing line and away from Cemaes. We think this helps reduce effects on these communities
- Keeping close to the existing line also offers the best option to reduce effects on individual properties. Wherever possible we have tried to avoid encircling properties between the two lines and have ensured wires will not cross above homes
- We've considered the views from Coed Cottages and Caravan Park and think keeping the pylons in pairs will reduce effects on the site
- As the route continues south east from Llanfechell, it follows the existing line in lower ground to help reduce effects on wider views as much as we can
- In this area we will also position pylons to reduce effects on the operation of the water treatment works near Llanfechell and the water pipelines between Llyn Alaw and the power station
- We will also avoid routeing on the higher ground within the Mynydd Mechell Special Landscape Area
- We plan to remove the existing meteorological mast for the old Wylfa power station

Have your say on how we can reduce the effects

We think the route, the sites for pylons and the pylon design are the best options to reduce effects on the surrounding area, while meeting technical requirements.

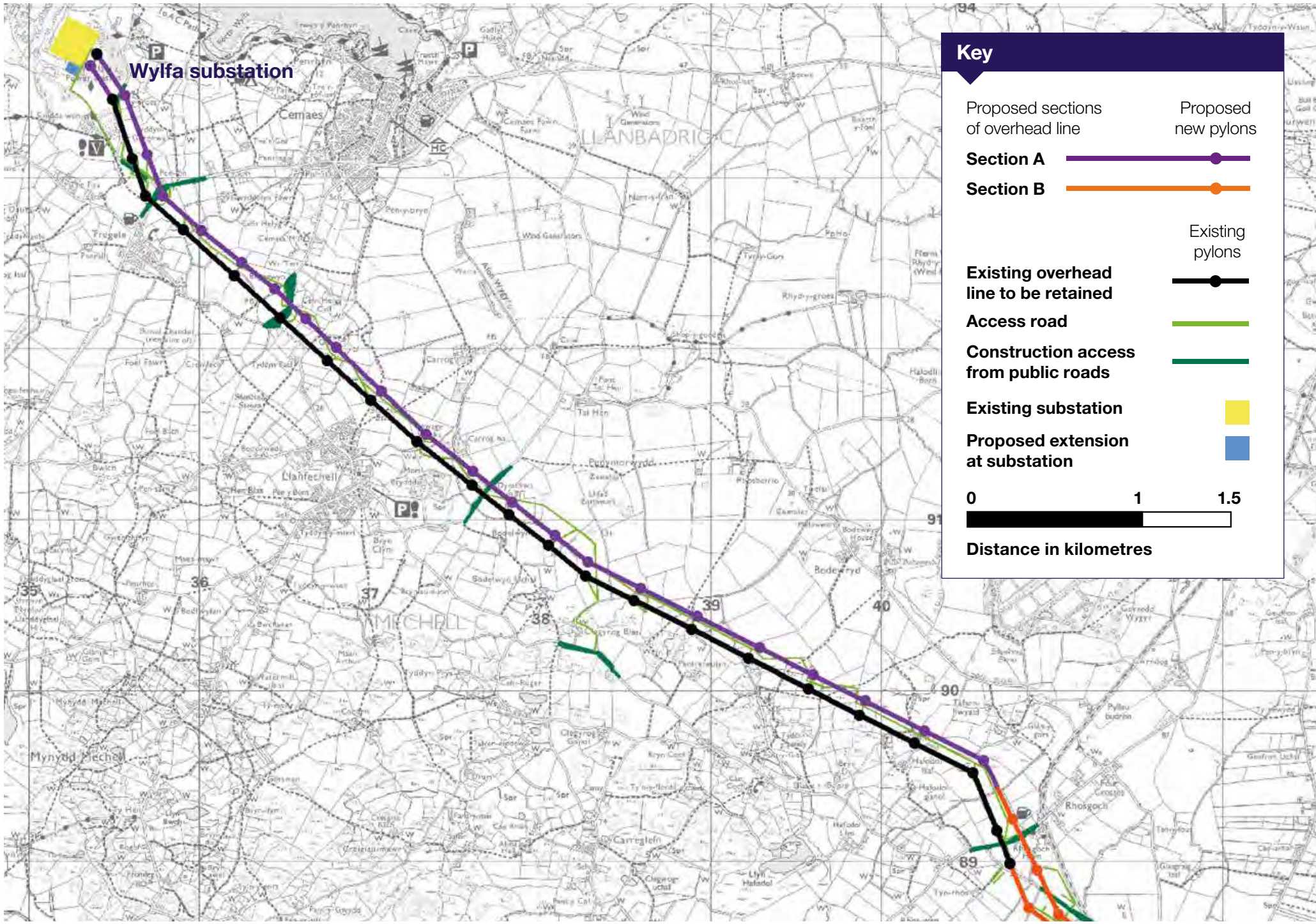
If there are ways you think we can reduce the effects of the line further, we'd like your feedback.

Let us know any changes you think we should make and, importantly, let us know why.

For details of how you can send your feedback see page 62.



You can see a visualisation of what the second connection could look like in Section A on page 44.



Key

- Proposed sections of overhead line
 - Section A** —●—
 - Section B** —●—
- Proposed new pylons ● ●
- Existing pylons —●—
- Existing overhead line to be retained —●—
- Access road —
- Construction access from public roads —
- Existing substation ■
- Proposed extension at substation ■

0 1 1.5

Distance in kilometres

Section B

Rhosgoch to Llandyfrydog

The proposals

In this section, we're proposing a new overhead line and to move sections of the existing line. The two lines keep in close parallel with pylons mostly positioned in pairs to keep effects close together.

We are proposing to use a lattice pylon design similar to the existing line.

Reducing the effects

In your feedback you said that both residents and visitors value the open landscape and long range views in this area. You also wanted us to avoid people and properties by keeping away from Rhosybol, Rhosgoch, Llandyfrydog and the caravan park. Some people said we should 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.

- We looked at different routes here to find a way of keeping the two lines in close parallel while also being careful to keep effects as low as we can on the nearby villages. Due to the location of the existing line we couldn't parallel our route here without sharp changes in the route direction and encircling properties
- To keep the number of properties with pylons on each side to a minimum, and avoid significant changes in direction, we are proposing to re-route parts of the existing line. This allows us to keep the new and existing line in close parallel and pair up pylons
- We keep the new line to the west of Rhosybol before moving to the east of the existing line past Llandyfrydog. We think keeping on the opposite side of the existing line near to these communities will help reduce effects
- We have looked carefully at views from the centre of Rhosgoch and Rhosybol when identifying pylon locations, and don't think these views will be significantly affected
- The proposed pylon sites mean we generally avoid introducing pylons into views that don't already have them

Have your say on how we can reduce the effects

We think the route, the sites for pylons and the pylon design are the best options to reduce effects on the surrounding area, while meeting technical requirements.

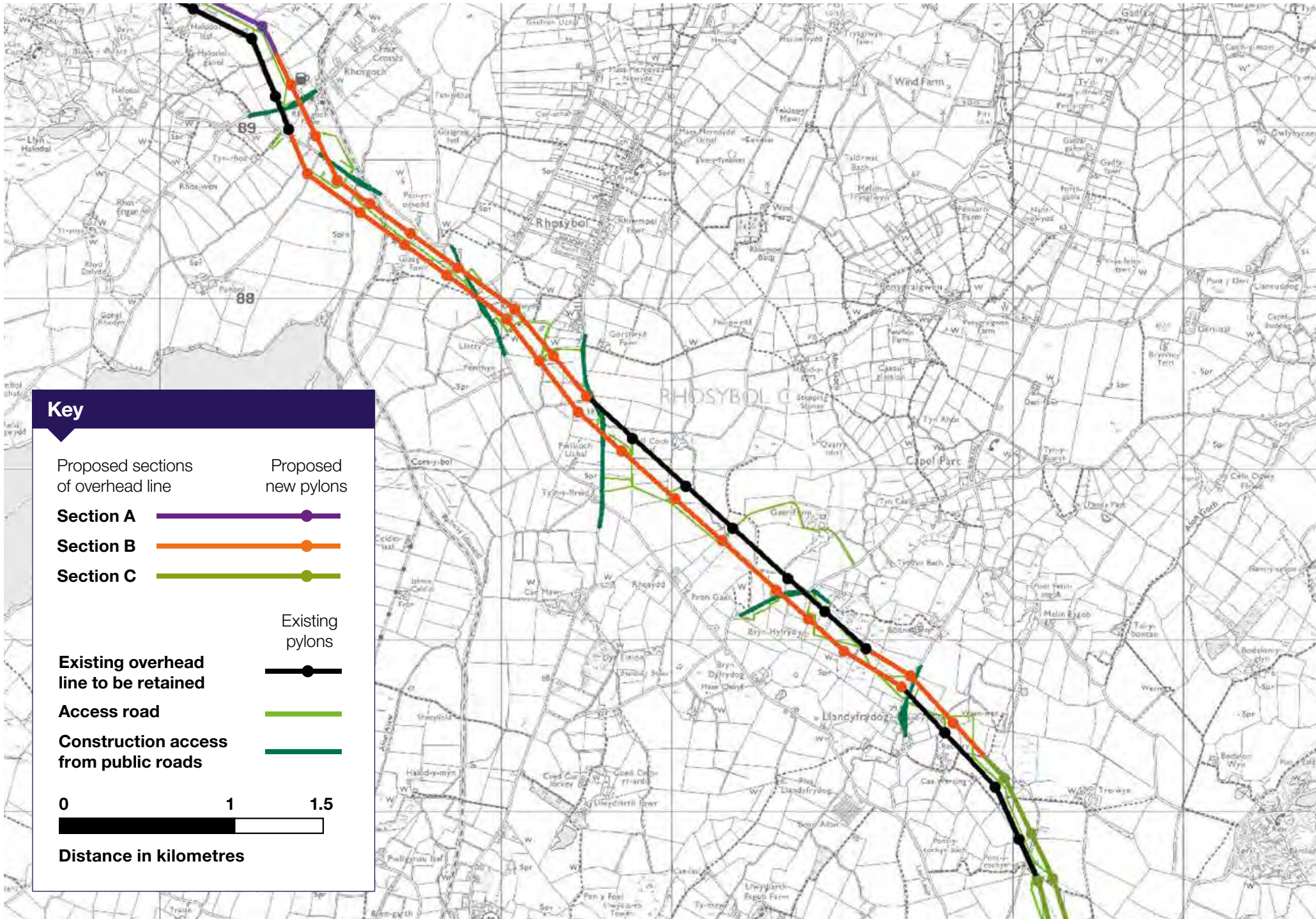
If there are ways you think we can reduce the effects of the line further, we'd like your feedback.

Let us know any changes you think we should make and, importantly, let us know why.

For details of how you can send your feedback see page 62.



You can see a visualisation of what the second connection could look like in Section B on page 45.



Key

| | |
|--|------------------------|
| Proposed sections of overhead line | Proposed new pylons |
| Section A | |
| Section B | |
| Section C | |
| Existing overhead line to be retained | Existing pylons |
| Access road | |
| Construction access from public roads | |

0 **1** **1.5**

Distance in kilometres

Section C

Llandyfrydog to B5110 north of Talwrn

The proposals

In this area, we're proposing an overhead line that is mostly in parallel with the existing line, but moves slightly to the west in the Capel Coch area. The pylons are generally positioned in pairs and we are proposing to use a similar lattice design pylon to the existing line.

Reducing the effects

In this area, you said we should think carefully about views from individual properties and from Capel Coch and Maenaddwyn. You wanted us to consider Cors Erddreiniog and other fens. You said local tourism businesses, including guest houses and B&Bs, were important and should be considered too.

- In the north of this section, we take a slightly wider parallel route than in other sections to avoid individual properties and reduce visual effects
- The proposed route is on the far side of the existing line from Maenaddwyn and Hebron, which we think will help reduce effects on these areas
- Where the new line is close to the existing line, we have mostly kept the pylons in pairs. This keeps views more open between pylons and also means wires run in the same line, which helps to reduce the visual effect

- The route then moves further west from the existing line to keep away from the Cors Erddreiniog National Nature Reserve helping to avoid any construction effects on this protected, important and increasingly scarce habitat
- Where the route moves away from the nature reserve, the pylons will be located in an area of lower ground away from the village
- Pylons will be sited to avoid the need to remove areas of woodland

Have your say on how we can reduce the effects

We think the route, the sites for pylons and the pylon design are the best options to reduce effects on the surrounding area, while meeting technical requirements.

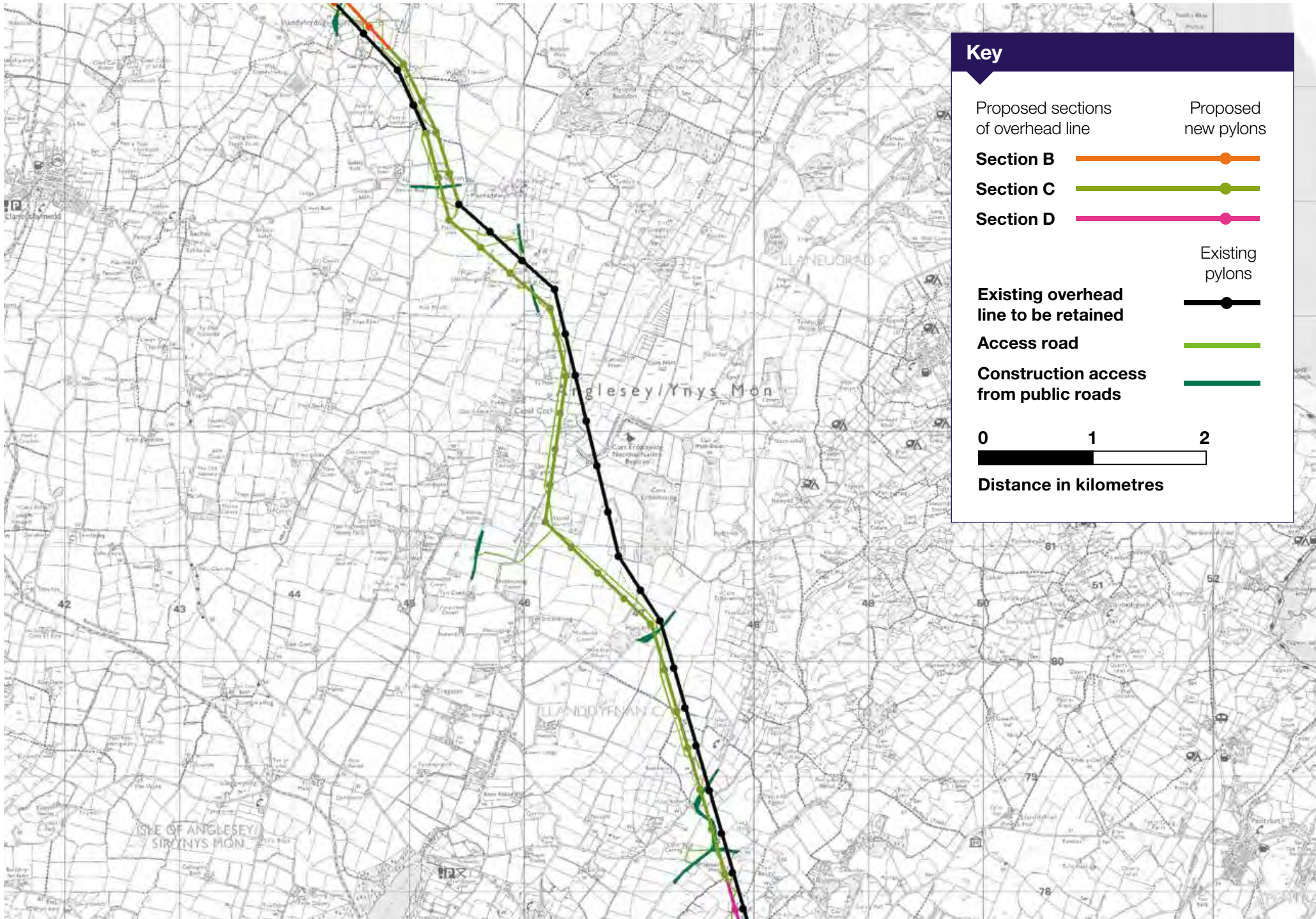
If there are ways you think we can reduce the effects of the line further, we'd like your feedback.

Let us know any changes you think we should make and, importantly, let us know why.

For details of how you can send your feedback see page 62.



You can see a visualisation of what the second connection could look like in Section C on page 46.



Key

| | |
|--|------------------------|
| Proposed sections of overhead line | Proposed new pylons |
| Section B | |
| Section C | |
| Section D | |
| Existing overhead line to be retained | Existing pylons |
| Access road | |
| Construction access from public roads | |

0 1 2
Distance in kilometres

Section D

B5110 north of Talwrn to Ceint

The proposals

In this area, we're proposing an overhead line in close parallel to the existing line. We have generally kept the pylons in pairs and are proposing to use a lattice design similar to the existing pylons.

We are proposing to locate our main construction compound for the new connection to the east of Llangefni. This would be a temporary site for the duration of the work.

This site is next to the existing and proposed second connection and will have good access from the A55 after the Llangefni Link Road is completed. This site would act as a hub for the delivery and onwards transport of construction materials and provide the main office site.

Reducing the effects

You wanted us to think carefully about effects on individual properties and views from Talwrn. You also said we should consider wildlife in the area. This included Gylched Covert Wildlife Site and the woodlands and wildlife around the Afon Ceint.

- Positioning the pylons in pairs keeps views more open between pylons and also means wires run in the same line, which helps to reduce the visual effect
- We have looked carefully at the siting of individual pylons west of Talwrn to avoid wires crossing above properties
- We have looked at views from Talwrn and properties in this area, and think keeping to the far side of the existing line will help reduce effects on the community
- We've looked carefully at the height of trees in the Gylched Covert Wildlife Site and positioned pylons to reduce the number of trees that might need to be removed. We plan to plant a new area of woodland to replace any trees that are removed

Have your say on how we can reduce the effects

We think the route, the sites for pylons and the pylon design are the best options to reduce effects on the surrounding area, while meeting technical requirements.

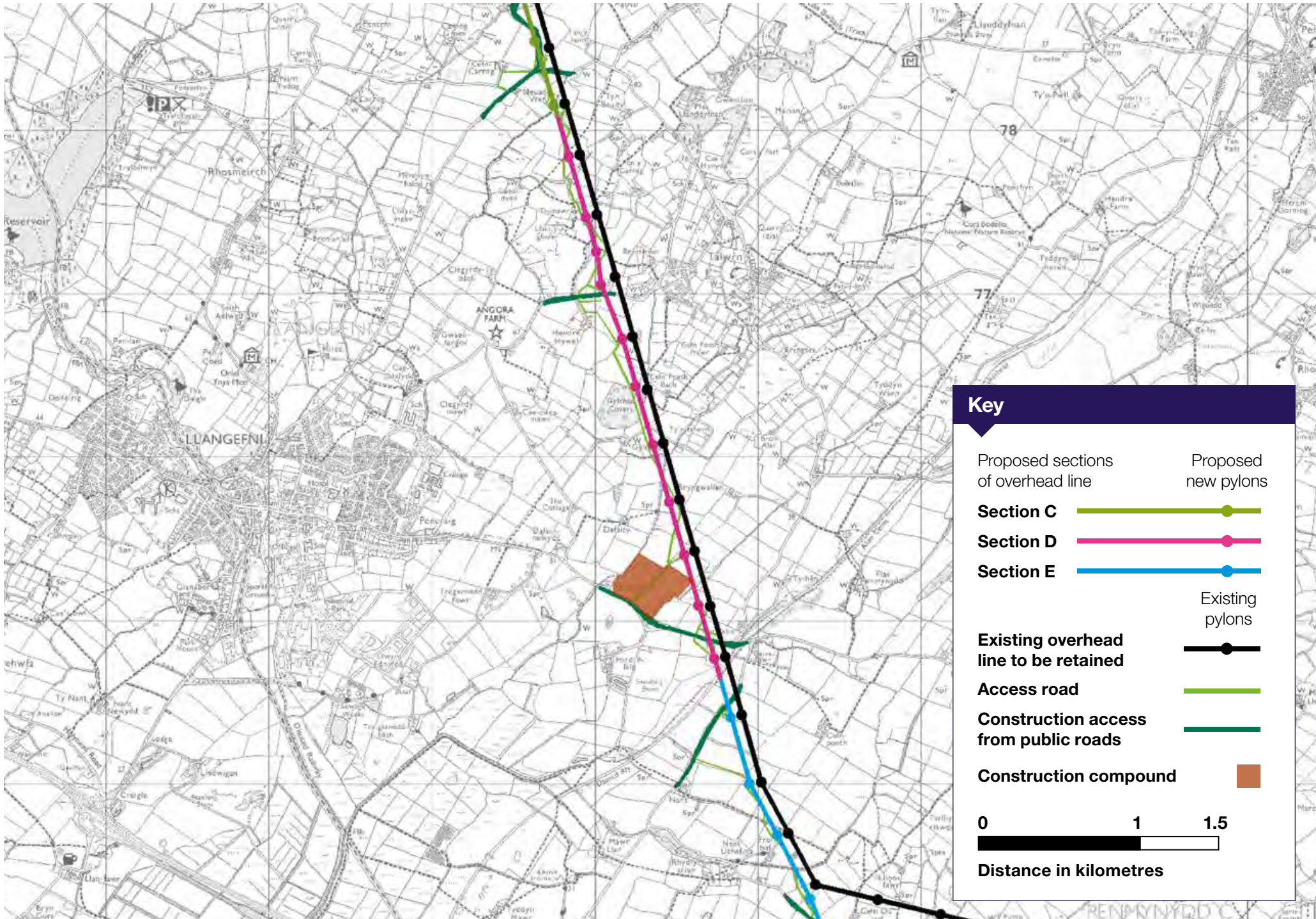
If there are ways you think we can reduce the effects of the line further, we'd like your feedback.

Let us know any changes you think we should make and, importantly, let us know why.

For details of how you can send your feedback see page 62.



You can see a visualisation of what the second connection could look like in Section D on page 47.



Section E

Ceint to the Afon Braint

The proposals

In this area, we're proposing an overhead line that starts in close parallel with the existing line, before taking a different route to the Menai Strait area where the line goes underground.

Where the route is in parallel with the existing line, pylons are positioned in pairs keeping views more open between pylons which helps to reduce the visual effect.

Where the new line moves away from the existing line, we have looked to find the most suitable route to the start of the underground section, and sought to keep effects on properties as low as we can.

We are proposing to use a lattice pylon design similar to the existing line for this whole section. However, where the route moves away from the existing pylons an alternative, low-height design could also be an option.

Reducing the effects

In this area you had concerns about the effects of an overhead line on communities including Star, Llanfairpwll and individual properties. You also wanted us to consider the routes used by tourists such as the A5 and A55. Plas Newydd and Bryn Celli Ddu prehistoric site were mentioned as further important locations you wanted us to consider.

- In the north of this section we keep in close parallel to the existing line and have sited the pylons in pairs. This keeps views more open between pylons and also means wires run in the same line, which helps to reduce the visual effect
- The route crosses the A5 and A55 at close to a right angle and over an existing lay-by, which will help reduce disruption during construction. The line then moves away from the roads helping to reduce effects on views from these
- We have considered views from Star and individual properties. The route has been moved further from Star as it approaches the site of the sealing end compound (where the connection goes underground) and is on the opposite side of the A5 and A55 from the village. As a result we think this will help to reduce effects on views from Star
- To identify the most suitable sites for pylons we have also considered individual properties and sought to affect as few properties as possible

Have your say on how we can reduce the effects

We think the route, the sites for pylons and the pylon design are the best options to reduce effects on the surrounding area, while meeting technical requirements.

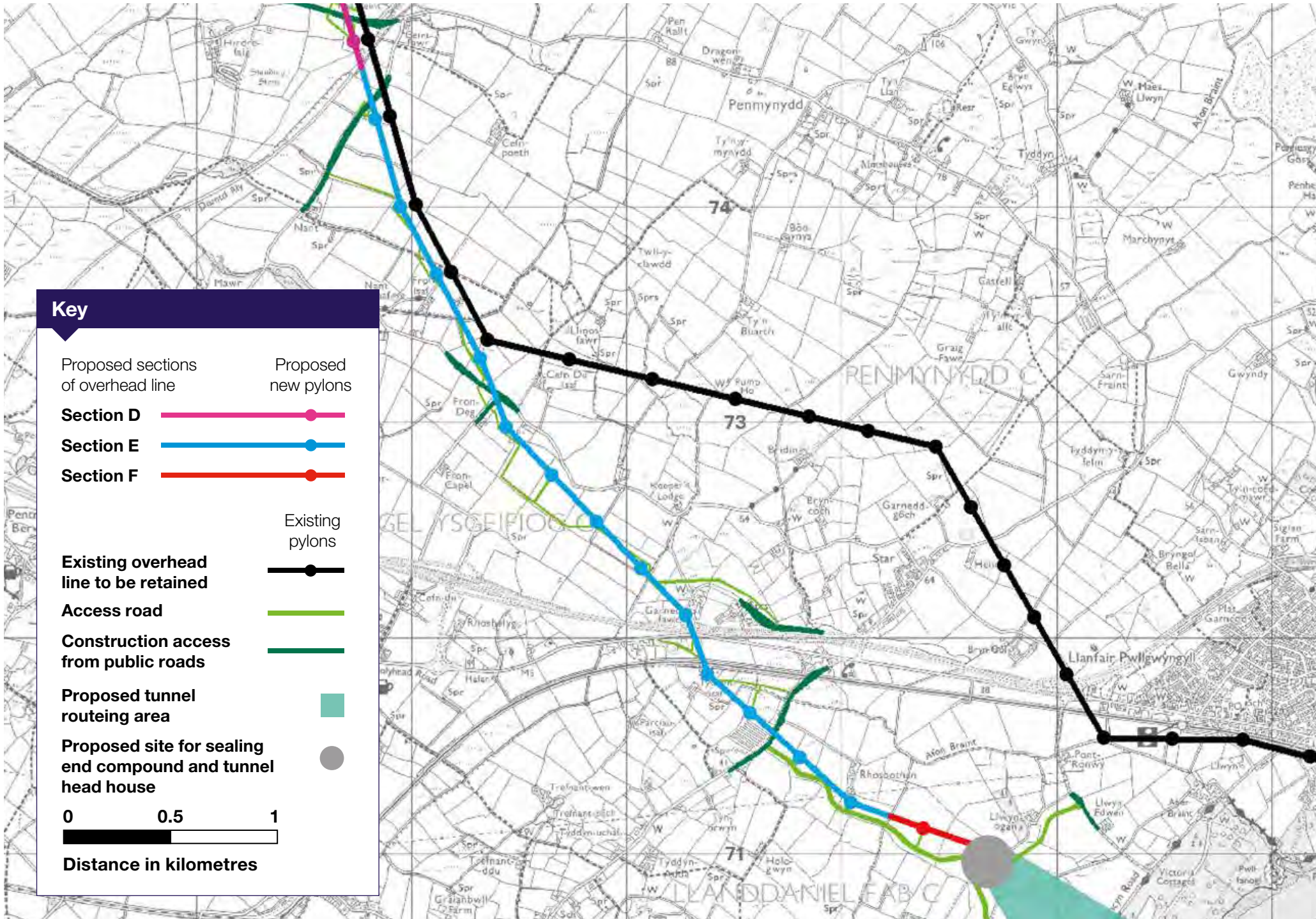
If there are ways you think we can reduce the effects of the line further, we'd like your feedback.

Let us know any changes you think we should make and, importantly, let us know why.

For details of how you can send your feedback see page 62.



You can see a visualisation of what the second connection could look like in Section E on page 48.



Key

| | |
|---|---------------------|
| Proposed sections of overhead line | Proposed new pylons |
| Section D | |
| Section E | |
| Section F | |
| Existing overhead line to be retained | |
| Access road | |
| Construction access from public roads | |
| Proposed tunnel routing area | |
| Proposed site for sealing end compound and tunnel head house | |

0 0.5 1

Distance in kilometres

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Menai Strait

Solving the challenge of crossing the Menai Strait

The proposals

We are proposing a tunnel to go under the Menai Strait.

Coming to this decision and establishing how we will overcome the technical challenges of crossing the Strait has taken a lot of work.

4km
of underground
at Menai Strait



We've looked at the setting of communities, the landscape and important features such as Bryn Celli Ddu, Plas Newydd and the Vaynol Estate. We have also considered the wildlife and marine environment and the feedback we have had about the area.

We have needed to consider a number of practical issues such as the geology, how deep we would have to go, and the space we would need for drilling or tunnelling equipment.

We've also had to think about the effects of any above ground infrastructure. This included routeing an overhead line to the area, the sites for sealing end compounds which we need to change from overhead to underground and tunnel head houses. Temporary construction areas and traffic access were further important considerations.

Cost was a further consideration as any money we spend is passed on to all of us through our electricity bills.

All this has influenced the technology we will use to make the crossing, the location of equipment and where is most suitable to actually cross.

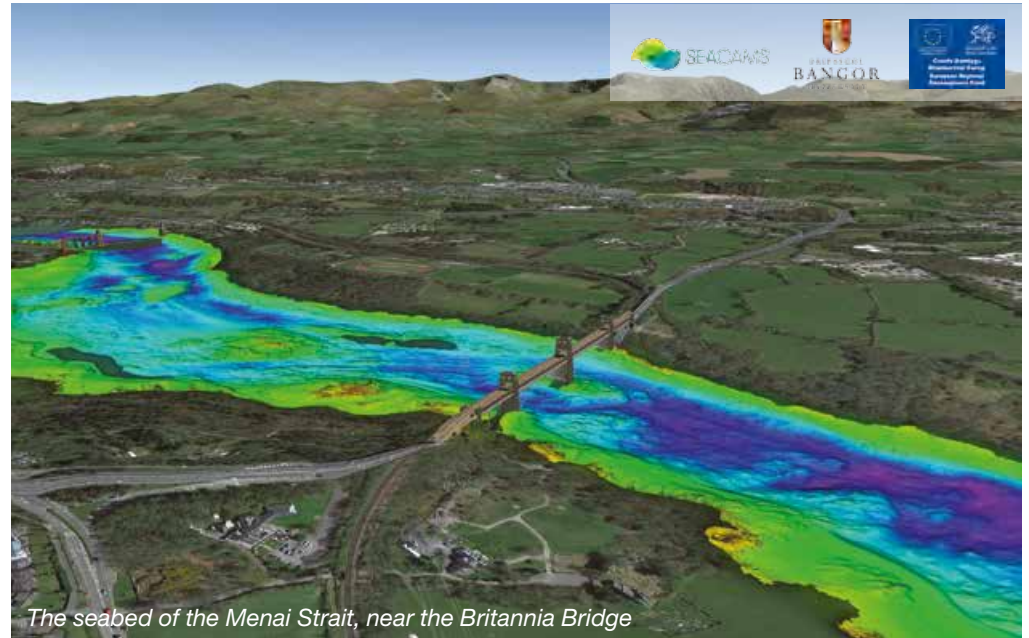
Finding the balance

We've worked hard to solve these challenges and find a solution that best balances all of these considerations. We:

- worked with the SEACAMS team at Bangor University and others to survey the seabed and take rock samples to confirm the nature of rock in the area (see image on page 37)
- looked at feedback from local people about what they considered was important so we could take this into account
- assessed different crossing points to find a good location to go under the Strait based on the geology and other environmental factors
- identified sites that had enough space for the equipment we require permanently and during construction
- considered these sites based on the landscape and their potential for natural screening either with existing trees and woodland or through new planting
- also considered the effects of a new overhead line to connect to the sites
- We decided that a tunnel was the best technology option. It provides the best option to avoid impacts on marine wildlife and also has less disruption on the land than laying cables in trenches, which would have needed to have run up close to the banks of the Menai Strait.



Plas Newydd



The seabed of the Menai Strait, near the Britannia Bridge

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Bryn Celli Ddu



View towards Anglesey

Section F

Afon Braint to Pentir

The proposals

In this area the connection will change from overhead and go beneath the Menai Strait before returning to overhead and continuing to our existing substation at Pentir.

To do this we'll need a sealing end compound on each side of the Strait – these compounds contain the equipment to connect the overhead and underground sections together.

From the sealing end compounds, the connection will transfer to a tunnel under the Strait. On each side of the Strait, the cables will be installed in a vertical shaft that will be accessed through a head house building. Tunnel head houses contain important equipment such as ventilation fans, which help keep air circulating inside the tunnel and help with cooling.

The tunnel head houses and sealing ends will be located together in an area approximately two acres in size.

From the sealing end in Gwynedd, we are proposing an overhead line to Pentir substation using a lattice design similar to the existing pylons in this area.

Reducing the effects

In this area, you said the iconic views of the Menai Strait and the communities along the coast were important to residents and visitors. You also said that Bryn Celli Ddu, Plas Newydd, the Marquess of Anglesey's column, the Vaynol Estate and the All Wales Coastal Path were valued. You noted the A55 as a main holiday route used by visitors.

You also asked us to think carefully about visual effects on individual properties and businesses, including farms and holiday cottages. You raised concerns about a further overhead line and the combined effects of this with existing overhead lines and Pentir substation.

- We are putting the connection underground in this section helping to reduce effects on the wider Menai Strait area and the iconic views
- The tunnel is not just under the Area of Outstanding Natural Beauty (AONB). At approximately 4km long it extends inland away from the coast. This means there should be no visual effects in the immediate area of the Strait, including Plas Newydd, the Vaynol Estate and the communities nearby, such as Star and Llanfairpwll

- We are proposing to put the sealing end compounds and tunnel head houses next to each other. This keeps the equipment in one place and any visual effects to as small an area as possible. It also avoids the need to have an underground connection between the two sites, which reduces potential construction disruption on the local area
- The sites we have chosen also offer good opportunities for screening using trees and surrounding landscape to further reduce visual effects
- We are proposing to use four pylons from the sealing end compound in Gwynedd to Pentir. We have chosen locations that will have as little effect on properties as possible
- We have sought to limit views of the line from local communities and road users by routeing near woods which will help screen the pylons

You can see maps of where we're planning to put the sealing end compounds and tunnel head houses on pages 40 and 41.

Have your say on how we can reduce the effects

We think the sites of our equipment and pylons are the best options to reduce effects on the surrounding area, while meeting technical requirements.

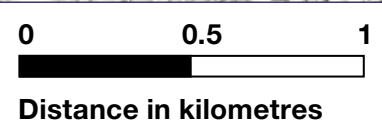
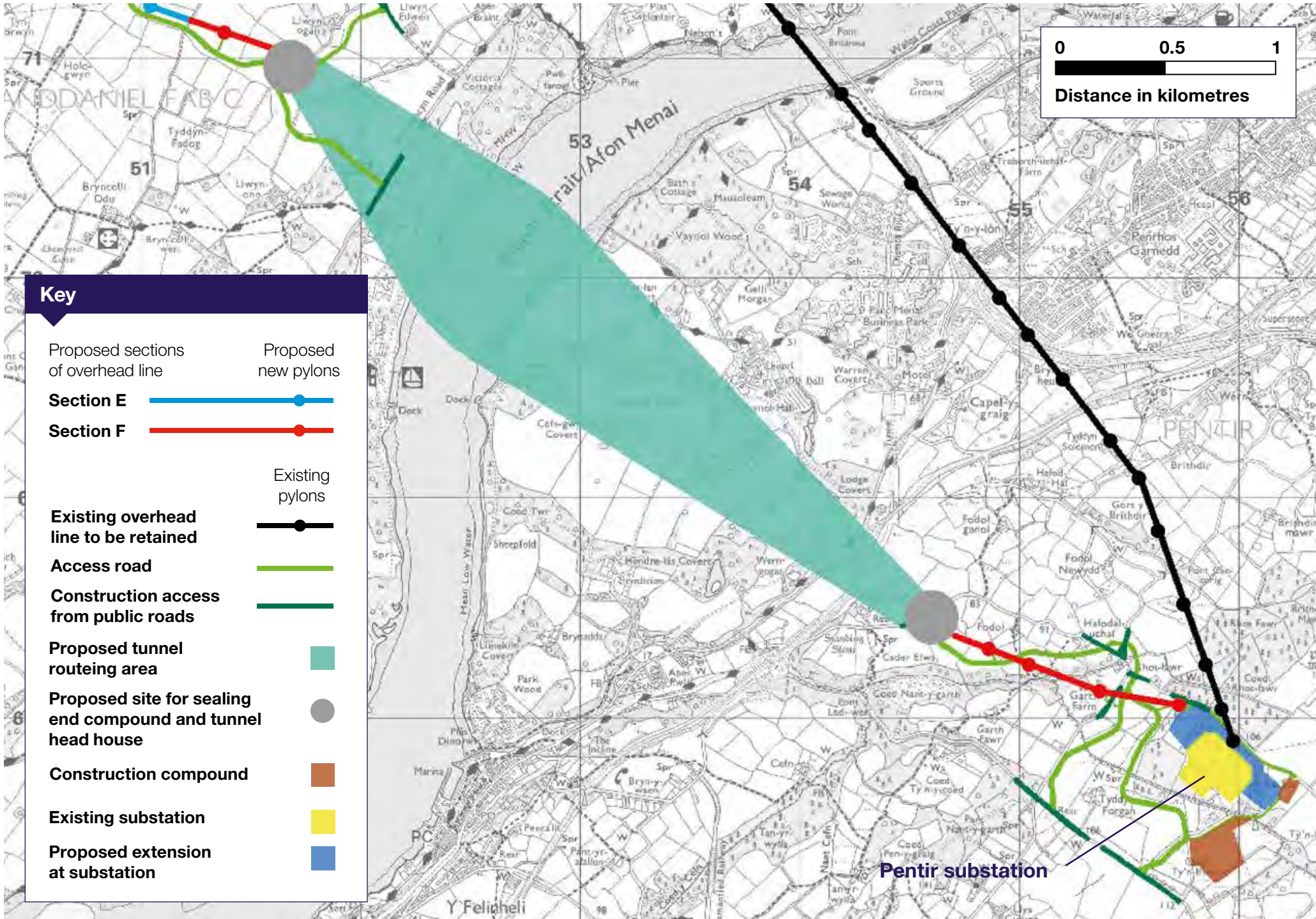
If there are any ways you think we can reduce the effects further, we'd like your feedback.

Let us know changes you think we should make and, importantly, let us know why.

For details of how you can send your feedback see page 62.



You can see a visualisation of what the second connection could look like in Section F on page 49.



Key

- Proposed sections of overhead line
 - Section E**
 - Section F**
- Proposed new pylons
- Existing overhead line to be retained
- Access road
- Construction access from public roads
- Proposed tunnel routeing area
- Proposed site for sealing end compound and tunnel head house
- Construction compound
- Existing substation
- Proposed extension at substation

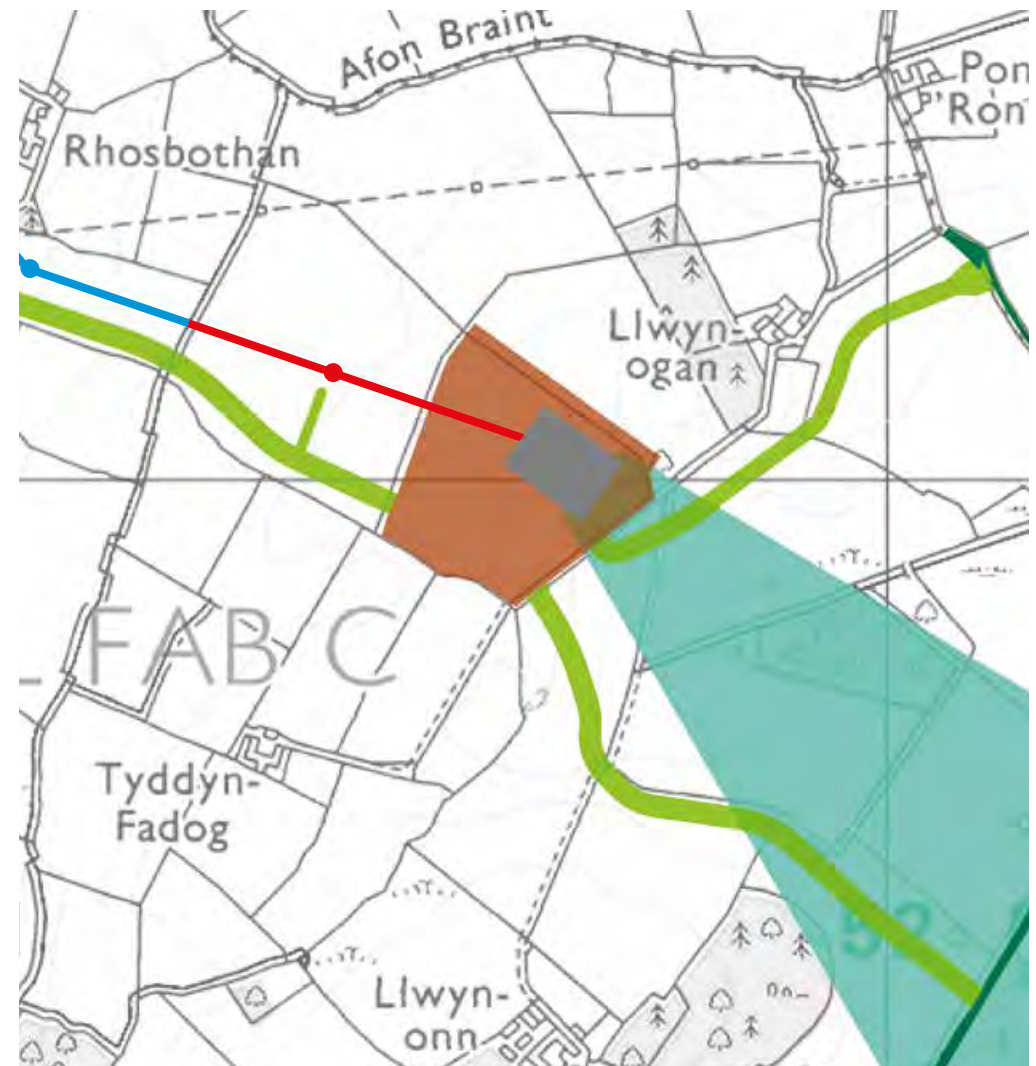
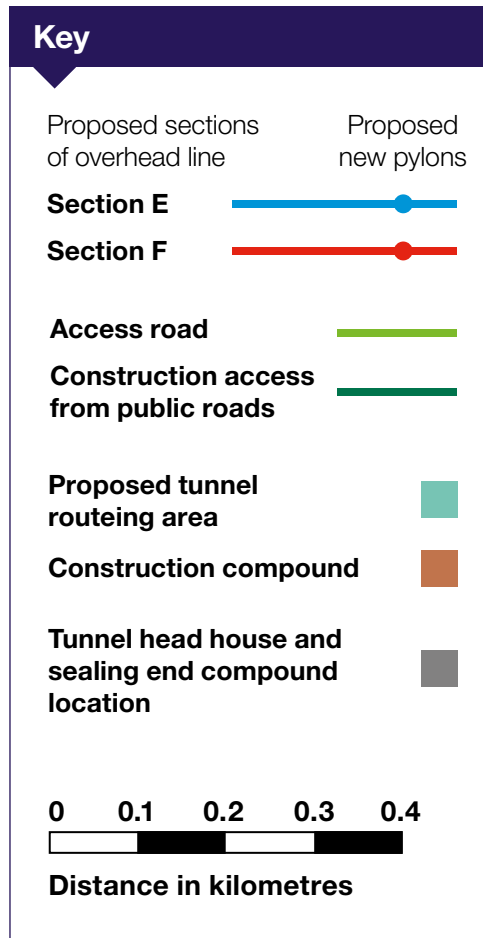
Pentir substation

Section F

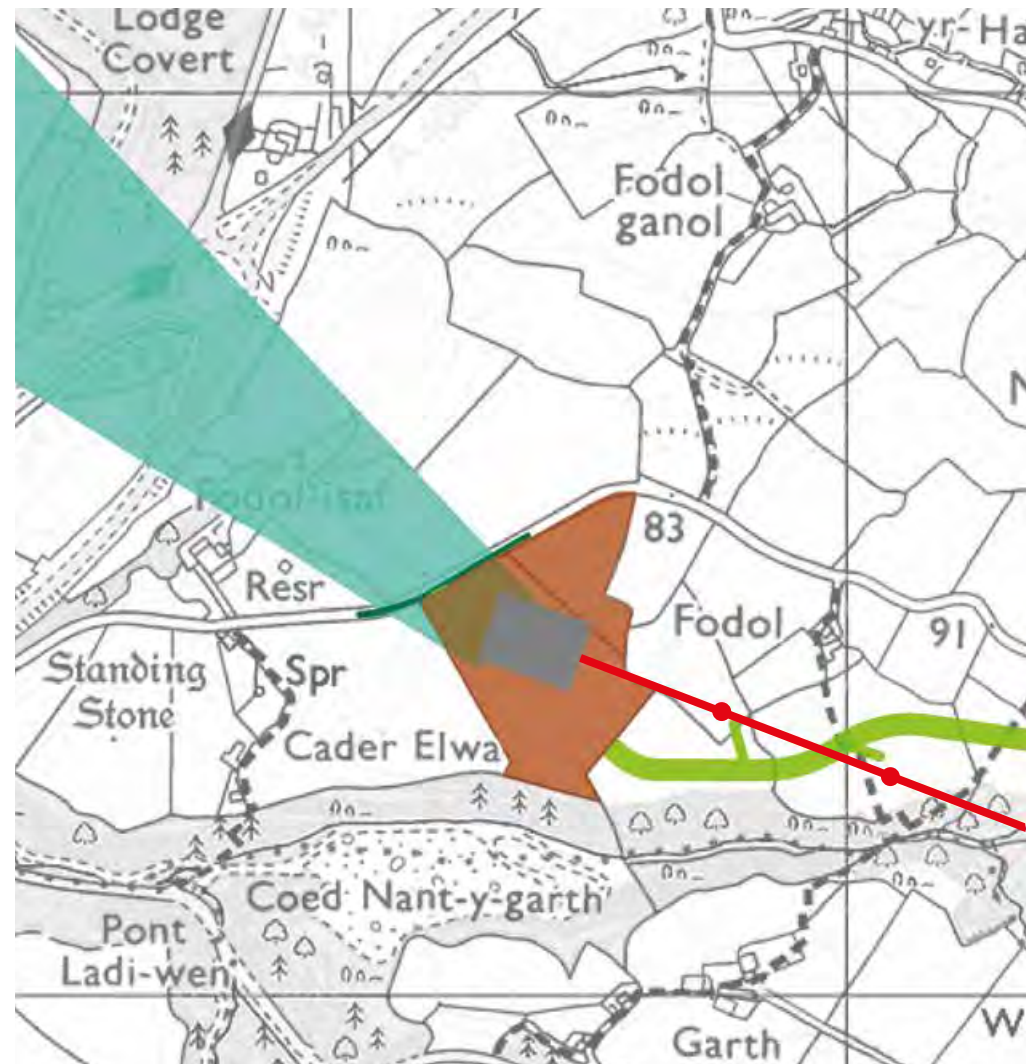
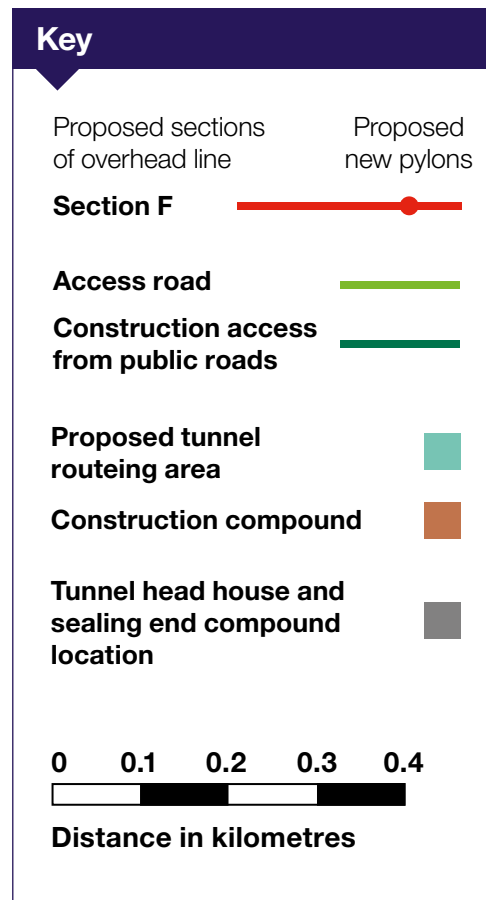
Afon Braint to Pentir

We're proposing to put the sealing end compounds and tunnel head houses next to each other.

On Anglesey, we have chosen a location near to the Brynsiencyn Road north of Plas Newydd for the sealing end compound and tunnel head house with opportunity for visual screening. Of all the areas we considered, this site offered the best overall option.



In Gwynedd, we have chosen a site with nearby tree cover, north of the former Nant y Garth landfill site. Of all the areas we considered, this site offered the best overall option.



Extension at Pentir substation

The proposal

We require an extension at the substation at Pentir for the new equipment needed to connect the new line.

We are proposing to extend the substation on both sides.

Reducing the effects

You said you wanted us to think about the views from properties near to the substation and potential visual effects on these.

- We are proposing extensions on both sides of the substation rather than a single large extension as this provides the best opportunity to use the existing trees as screening
- We have also thought carefully about the approach of the new line to the substation and are proposing a route that we think reduces visual effects as much as we can
- We will use modern electrical equipment within the substation extensions that will be of lower height than the existing equipment
- To reduce visual effects further, we are proposing an area around the substation for additional tree planting



Have your say on how we can reduce the effects










We think extensions on both sides of the substation are the best option to reduce effects on the surrounding area, while meeting technical requirements.

If there are any ways you think we can reduce the effects further, we'd like your feedback.


Let us know any changes you think we should make and, importantly, let us know why.

For details of how you can send your feedback see page 62.

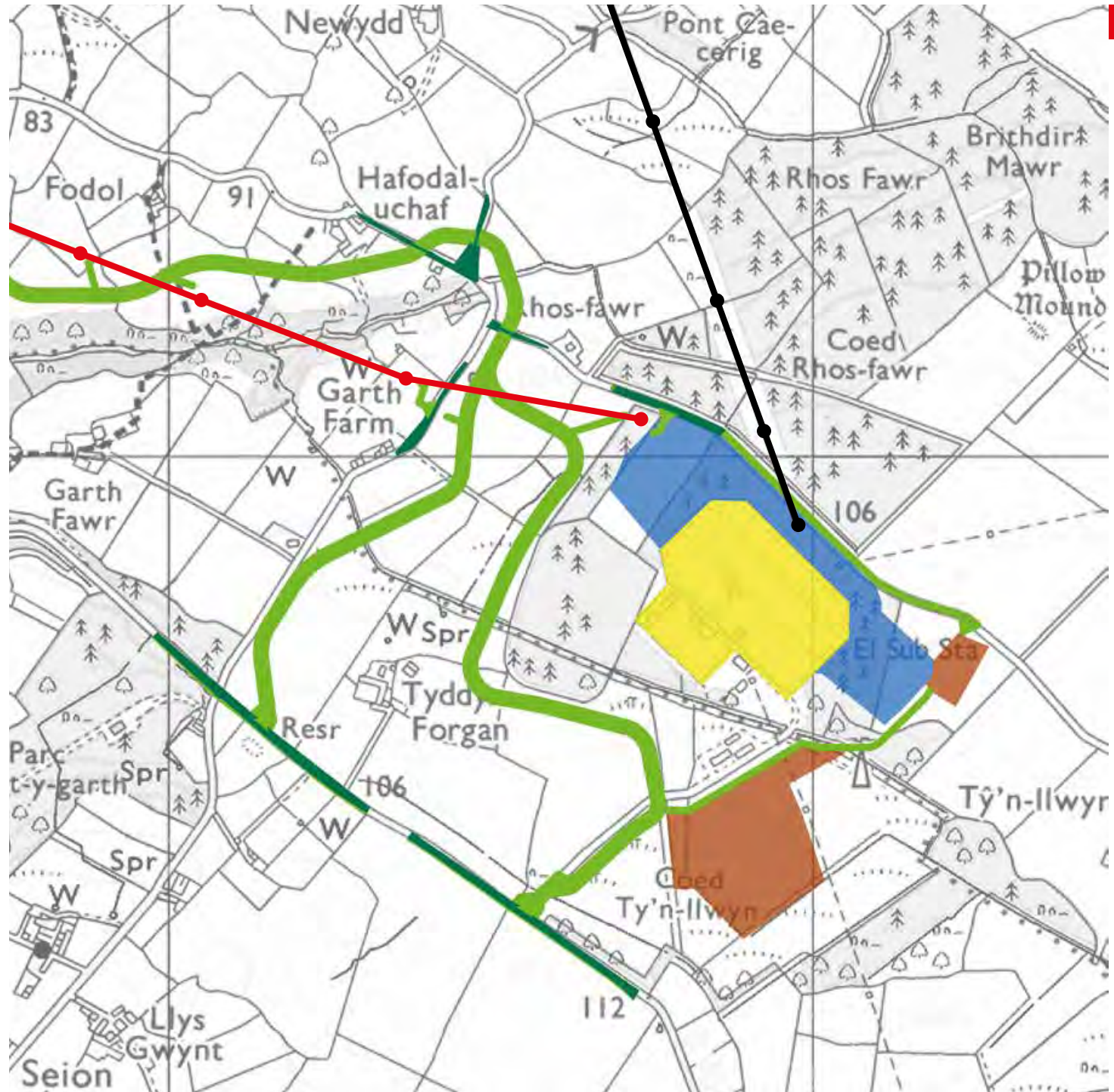
Key

| | |
|--|---|
| Proposed sections of overhead line | Proposed new pylons |
| Section F  |  |
| Existing overhead line to be retained | Existing pylons |
|  |  |
| Access road |  |
| Construction access from public roads |  |
| Construction compound |  |
| Existing substation |  |
| Proposed extension at substation |  |

0 0.1 0.2 0.3 0.4 0.5



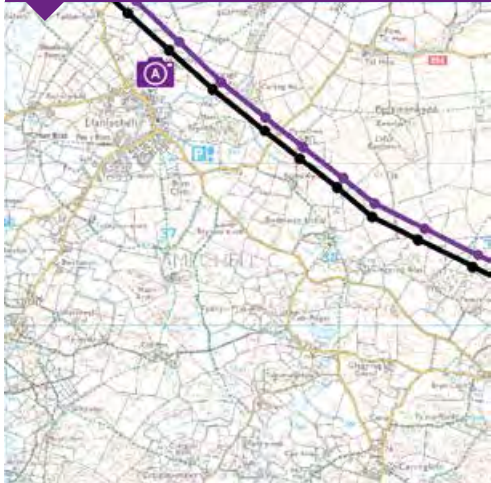
Distance in kilometres



Section A: Visualisation

View from north east edge of Llanfechell on footpath to standing stone looking south-east.

Visualisation viewpoint



This image shows the existing line - what you can currently see in the landscape.



This visualisation shows how the second connection could look alongside the existing line in the landscape.

Section B: Visualisation

View from Lôn Newydd to west of properties in Rhosybol looking south.

Visualisation viewpoint



This image shows the existing line - what you can currently see in the landscape.



This visualisation shows how the second connection could look alongside the existing line in the landscape.

Section C: Visualisation

View from Hebron looking west.

Visualisation viewpoint



This image shows the existing line - what you can currently see in the landscape.



This visualisation shows how the second connection could look alongside the existing line in the landscape.

Section D: Visualisation

View from layby of the B5109 at Talwrn looking south.

Visualisation viewpoint



This image shows the existing line - what you can currently see in the landscape.



This visualisation shows how the second connection could look alongside the existing line in the landscape.

Section E: Visualisation

View from Star looking south.

Visualisation viewpoint



This image shows the existing line - what you can currently see in the landscape.



This visualisation shows how the second connection could look alongside the existing line in the landscape.

Section F: Visualisation

View from Bryn Celli Ddu looking north.

Visualisation viewpoint



This image shows the existing line - what you can currently see in the landscape.



This visualisation shows how the second connection could look alongside the existing line in the landscape.

Transport during construction

Main construction traffic

We're proposing to use the A55, A5, and A5025 as these are the main roads which are closest to our work. We'll also need to use smaller rural roads off the main road network so we can get to the sites where we will build our equipment.

Most of the equipment we will need, including the components for the connection, cranes to build the connection, and all the materials for temporary work (such as works compounds and access roads), will be transported on lorries (HGVs). We'll also need vans and cars to take workers to and from site and anticipate needing some larger vehicles such as mobile cranes and low loaders to carry equipment like large drums of cables.

In addition to our work, Horizon Nuclear Power will also have its own requirements for the construction of Wylfa Newydd. All of this work will result in an increased volume of traffic on the road network.

To identify transport routes, we've considered how we can best reduce effects on road users, including local people and tourists.

We have consulted with the local county councils, North and Mid Wales Trunk Road Agency, Welsh Government and other relevant bodies to request their feedback on which routes will offer the best opportunity to reduce effects on the area.



A55

Transporting cables on a low-loader

HGV

Additional transport works

Tunnel construction requirements

The construction of the tunnel under the Menai Strait requires a range of specialist equipment such as a tunnel boring machine, cranes to lower equipment down the tunnel shafts, and equipment needed for the excavation of rock and soil.

This equipment is large and heavy and may require specialist vehicles to deliver it to the tunnel construction sites in Anglesey and Gwynedd.

The specialist vehicles would be larger and move more slowly when compared to normal HGVs. There would only be a small number of these and they may require escort vehicles and traffic management.

To construct the tunnel we will need to remove many thousands of tonnes of rock and soil and deliver lots of materials to site, such as aggregates and concrete linings. This will require a large number of conventional HGV journeys. However, the tunnel construction will take place over a number of years and the number of HGV journeys will be spread out.

Suitable mitigation measures, such as timing restrictions and traffic control, will be put in place in order to reduce effects on the existing road network.

Substation construction requirements

As the works at Wylfa and Pentir substations are extensions to existing sites, the transport routes are already well established for maintenance and operation. We will look to use these routes during the construction phase. Keeping the works close to the existing sites, where there is good access and space for construction will help reduce the number of deliveries. Most of the deliveries to these locations will be on conventional HGVs.

Some of the equipment needed to construct the substation extensions is large and heavy and this may require specialist vehicles, such as low loaders. These would be larger and move more slowly compared to normal HGVs and may require escort vehicles or traffic management. We would only need a small number of these.



Building the connection

We think it will take four to five years to build and test the connection, with additional time to reinstate the land and restore it to its previous use. At any one time, there are likely to be a number of working sections along the route, so we won't be working on the whole connection all of the time.

Our work typically happens in phases. Each element of the project will be built following four main steps.

We will:

- set up construction sites by levelling the land and installing works compounds and access roads from public roads
- build the connection
- test all the equipment ensuring it's constructed correctly before making it live at high voltage
- look to carry out additional planting to screen equipment where required



Spennymoor, County Durham



Spennymoor, County Durham



Spennymoor, County Durham

Substation construction

The function of Wylfa substation is to 'collect' power from the Wylfa Newydd Power station for onward transmission and to supply Anglesey.

The substation at Pentir collects and provides power to the local network in North Wales, as well as transmitting it to the wider UK network.

Both substations need extending to connect with the proposed second line.

This will involve installing a range of equipment such as electrical switchgear and sealing ends, which allow us to maintain and operate the new line.

Suitable mitigation measures such as timing restrictions would be agreed and enforced in order to reduce impacts on the existing road network.

Example substation extension construction

We will typically:

Set up the site

- construct any temporary construction access routes to the site
- install the temporary works compounds, which would include facilities for workers, site offices, storage for materials and parking for workers and construction vehicles
- secure the site by installing a security fence and control the traffic on the access road

Construction

- start by creating a surface for the site extensions
- extend underground 'earthing', drainage systems and build the foundations

- build all the structures that support the electrical equipment, and associated buildings
- install all the electrical equipment and receive any transformers on large specialist vehicles before installing them

Testing

- make sure all equipment has been installed correctly and then carry out detailed inspections and tests before making the substation extensions live at high voltage ready for operation

Reinstatement

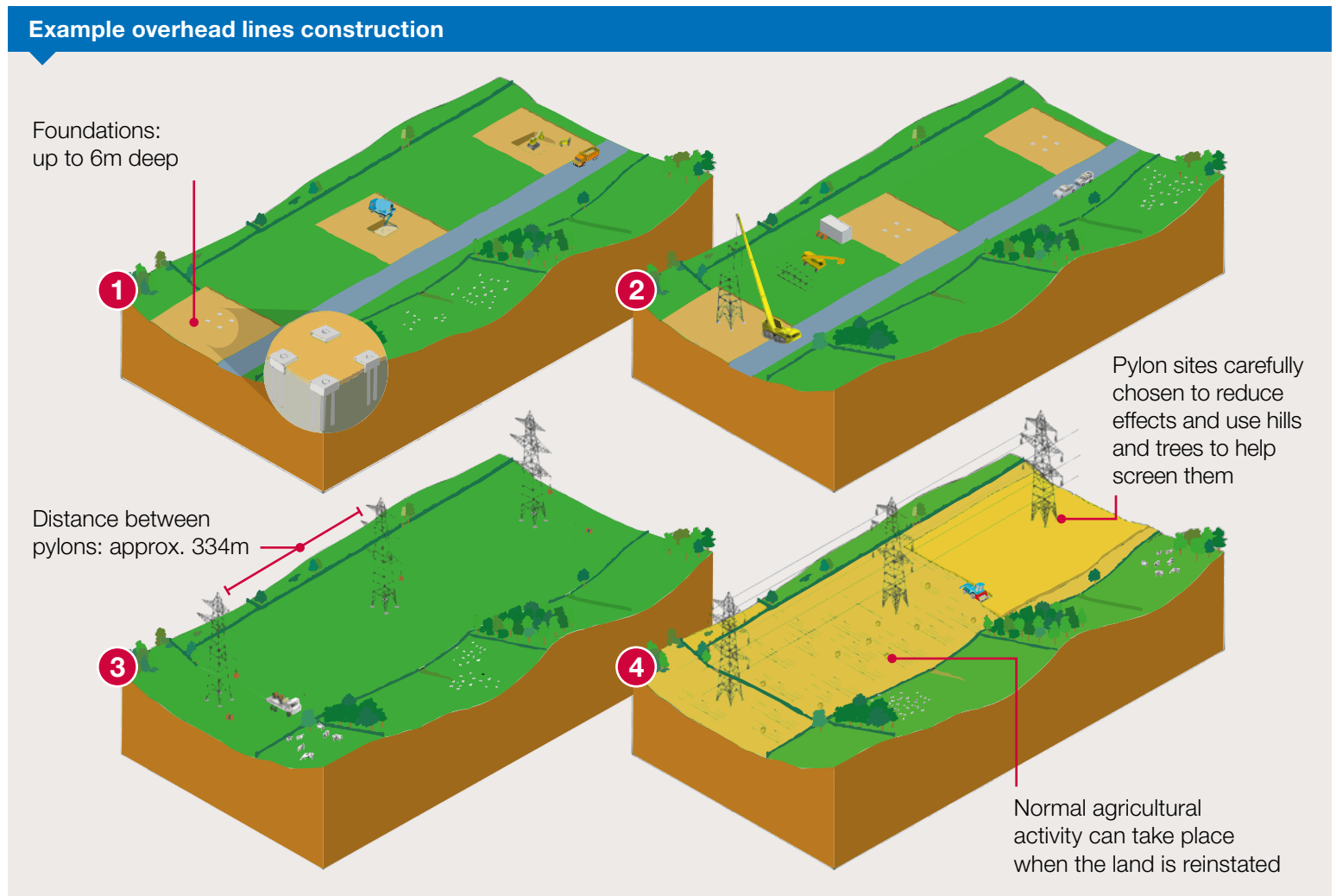
- re-instate the surrounding land, carry out any screening work required to reduce visual effects and replace habitat that may have been lost during construction



Building a substation

Overhead line construction

Overhead line connections are made up of wires (known as conductors) supported by pylons. The line carries two electrical circuits one on each side of the pylons.



This diagram is for illustrative purposes only, exact design may vary. It outlines the main steps of the construction of overhead lines.

Example overhead line construction

We will typically:

Set up the sites

- install temporary access roads to pylon locations along the route which could be made from stone or track-mats. We might need to make modifications to the existing roads, such as widening existing field entrances
- install the works compounds, which will include facilities for workers, site offices, storage for materials and parking for workers and construction vehicles
- clear or trim trees that could interfere with the pylons when they're transmitting electricity
- make our sites secure and control traffic on the access roads

Construction

- create a level surface for pylon construction sites
- dig and build the foundations
- deliver pylon components and build the pylons using cranes
- deliver the electrical equipment including the wires
- string the wires on the pylons – wires are usually installed in sections of about 10 pylons. The wire is then set up at its finished tension and height above ground

Testing

- make sure equipment is installed correctly and safely

Reinstatement

- reinstate the land used for our temporary works so it can return to its previous use
- carry out any tree planting to help screen the pylons or to replace trees we have needed to remove

Key facts

Height: typically 47m

Cross-arm: approximately 21m at widest point

Width of base: approximately 7m x 7m

Average distance between pylons: 334m

Typical distance between two lines: 80m

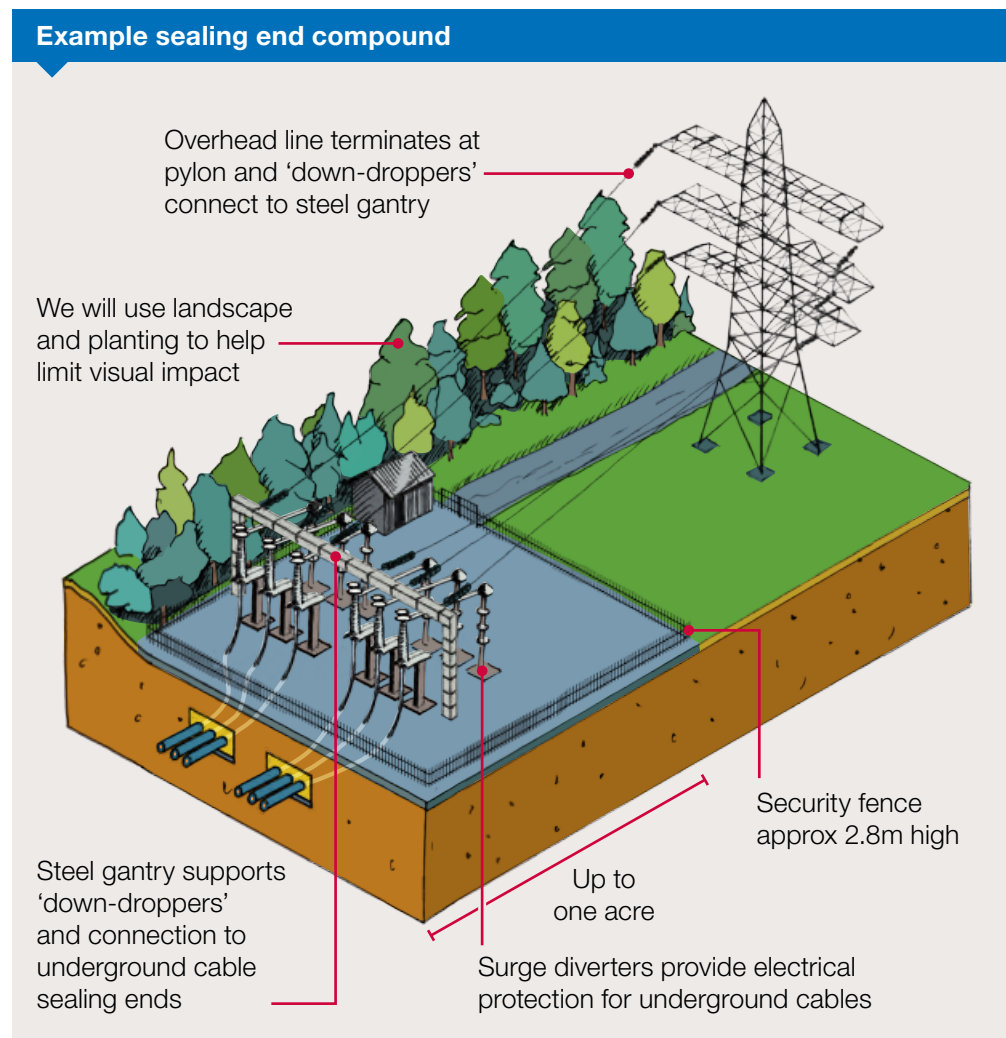
Length of new overhead line: around 30km

Sealing end compound construction

A sealing end compound contains the equipment required to connect overhead lines and underground cables together.

We need one on Anglesey and one in Gwynedd. They will contain equipment up to 14m high and be securely enclosed by a fence.

The sealing end compound will be located with the tunnel head house in an area approximately two acres in size. This includes the area within the security fence and spaces for parking.



This diagram is for illustrative purposes only, exact design may vary.

Example sealing end compound construction

We will typically:

Set up the sites

- prepare and build permanent access roads to the sites and install a security fence and control traffic on access roads
- install the works compounds, which will include facilities for workers, site offices, storage for materials and parking for workers and construction vehicles

Construction

- level the ground to provide a flat and stable surface for foundations
- install temporary covered scaffolding about 25m tall. This will provide a dry and clean environment so we can safely connect the underground cables to the sealing ends
- connect the cable sealing ends to the overhead line

Testing

- make sure equipment is installed correctly and safely

Reinstatement

- reinstate the land used for our temporary works so it can return to its previous use
- carry out any tree planting to help screen the site or to replace trees we have needed to remove

Key facts

Size of site including tunnel head house: around two acres

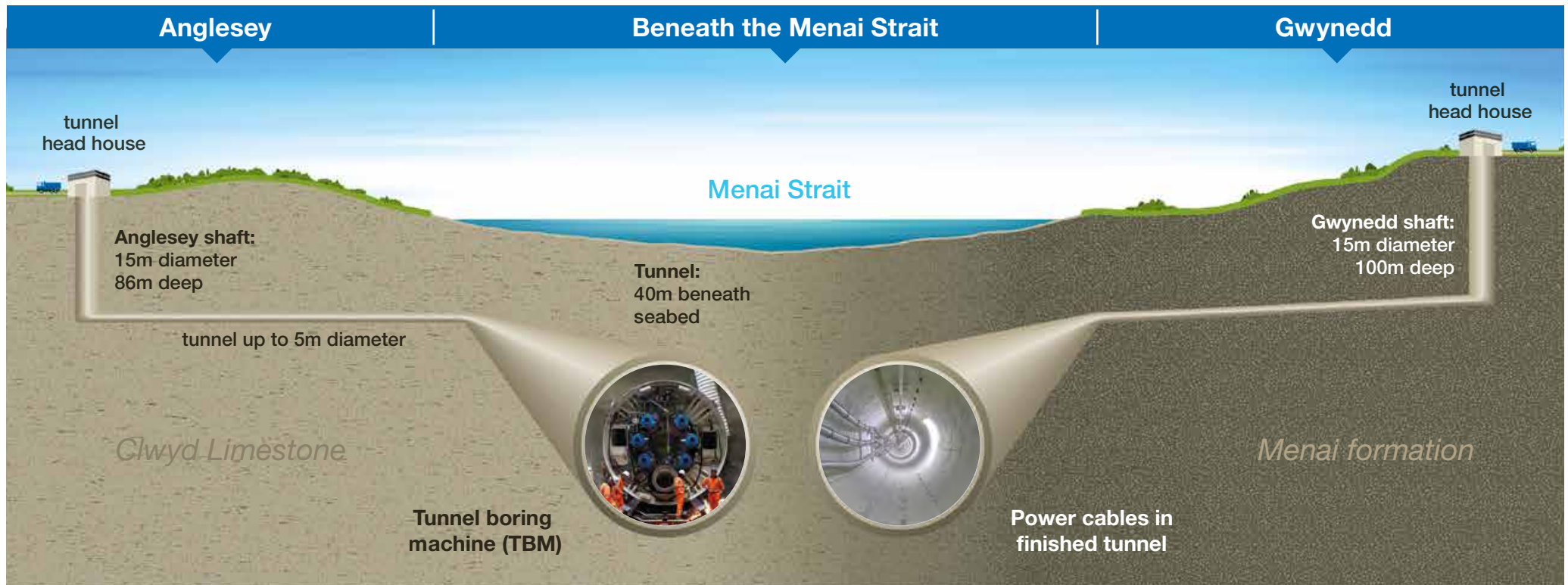
Height of tallest piece of equipment: approximately 14m

Tunnel under the Menai Strait construction

Inside the tunnel we will install the cables that will carry the power from Wylfa Newydd underneath the Menai Strait.

Because of the geology and challenging ground conditions, construction of the tunnel under the Menai Strait will be a hugely complex process and we will be working on this part of the project throughout the construction stage.

At both ends of the tunnel we will need a tunnel head house.



This diagram is for illustrative purposes only, exact design may vary.

Tunnel and tunnel head house construction

We will typically:

Set up the sites

- carry out any modifications to public roads where required
- construction of new access roads, drainage and vegetation clearance
- where necessary put diversions in place for any public rights of way our work may effect
- prepare compound area, including any necessary drainage
- install the temporary works compounds, which would include facilities for workers, site offices, storage for materials and parking for workers and construction vehicles
- secure the site by installing a security fence and control the traffic on the access road

Construction

- at each end of the tunnel we will build a permanent vertical shaft and lower a specialist piece of equipment called a tunnel boring machine down the shaft
- the boring machine will then drill the tunnel
- as it drills the tunnel, the tunnel interior is lined with concrete and a track is installed along the tunnel which will be used by a vehicle to get people and equipment from the tunnel entrance to the tunnel boring machine
- inside the tunnel we will install the cables that are needed to carry the power. We'll need to install at least six cables in the tunnel to carry all the power that Wylfa Newydd will generate
- the tunnel needs to be large enough so the cables can be spaced apart so they don't overheat

Testing

- make sure all equipment has been installed correctly and then carry out detailed inspections and tests before making the substation live at high voltage ready for operation

Reinstatement

- after construction, the only visible part of the tunnel will be the tunnel head houses, which will be built on top of each vertical shaft
- the tunnel head houses will be around 12 metres tall and will provide access for maintenance. They will also contain important equipment such as ventilation fans, which will help keep air circulating inside the tunnel and help with cooling
- to help reduce visual impact, we will look at ways we can help the tunnel head house fit into the surrounding environment, by using a design in keeping with the local area

Key facts

Depth of shaft:

86m Anglesey
100m Gwynedd

Diameter of shaft: 15m

Length of tunnel: around 4km

Diameter of tunnel: up to 5m



Tunnel head house - Kensal Green

Our work in west Gwynedd

– reinforcing the existing electricity network

In addition to our work from Wylfa to Pentir, we need to strengthen the electricity network near Porthmadog and Bryncir. This is to support Wylfa Newydd and additional power from Greenwire and Codling Park wind farms in Ireland, which are connecting into the UK network in North Wales. Our upgrades will provide secure and reliable power supplies to North Wales and beyond.

To strengthen the network, we need:

- to undertake work on the existing overhead line between Pentir and Trawsfynydd, and carry out minor work in our existing substation at Trawsfynydd
- a new substation near Bryncir
- to replace the existing cables at the Glaslyn Estuary with 12 new cables and carry out work on our existing equipment at Wern and Y Garth

We first consulted on these proposals in 2012. Since 2012, the amount of new energy generation in North Wales has changed as the power companies have altered their plans. We've needed them to provide more detail on their plans before progressing. Now this has happened, we can continue with our work.

Pentir to Trawsfynydd

The existing line between Pentir and Trawsfynydd is owned by National Grid, but currently we share it with SP Energy Networks, who is responsible for the local electricity network. The pylons on the line carry two sets of wires. SP Energy Networks uses the wires on one side to supply power to the local area and we use the wires on the other side as part of the overall national electricity network.

With the amount of new power that's being proposed in North Wales, we now need to use the wires on both sides of the pylons.

SP Energy Networks will therefore need a new connection to continue to provide power to local homes and businesses. A new substation is needed for this new connection and a site has been identified near Bryncir. We are working closely with SP Energy Networks to identify the most appropriate way of connecting the substation to the local network.

We will also need to undertake some work on the existing line between Pentir and Trawsfynydd but we don't think we'd need any additional pylons.

And we need to carry out some work to our existing substation at Trawsfynydd to help strengthen the network. This work will be within the existing site and we won't need to install any equipment that's higher than what's there already.

A new substation south of Bryncir

We need a new substation to make sure that electricity supplies to the local area are maintained. We've chosen a new substation site south of Bryncir.

In 2012, we presented three possible sites for the new substation. These were called north, central and south. We asked for your feedback and you told us that communities, landscape and views were important to you. Having considered your feedback and our assessments, we have chosen the south site. It is away from the immediate area of Bryncir and Garndolbenmaen and avoids important ecology sites. It also gives us good opportunities to plant trees to screen the substation.

Upgrading the underground cables at the Glaslyn Estuary

We also need to replace the existing underground cables at the Glaslyn Estuary with 12 new cables. We've chosen a route for the new underground cables which we think will reduce effects on the area and means that after our work, it will look much the same as it does today.

In 2012, we proposed route options for the new cables. You told us to consider local railways, roads and wildlife at the estuary. Our proposed route is the most direct and takes into account important ecology sites in the area. The route gives us flexibility on when and where we cross the railway and bypass.

We are also investigating construction techniques to replace the cables and will choose the option that has the least effect on the area. Our work to date suggests horizontal direct drilling (HDD) – a process using a steerable drill to create a series of underground cable ducts – could be the preferred option compared to open trench construction.

Consultation on our work in West Gwynedd in 2017

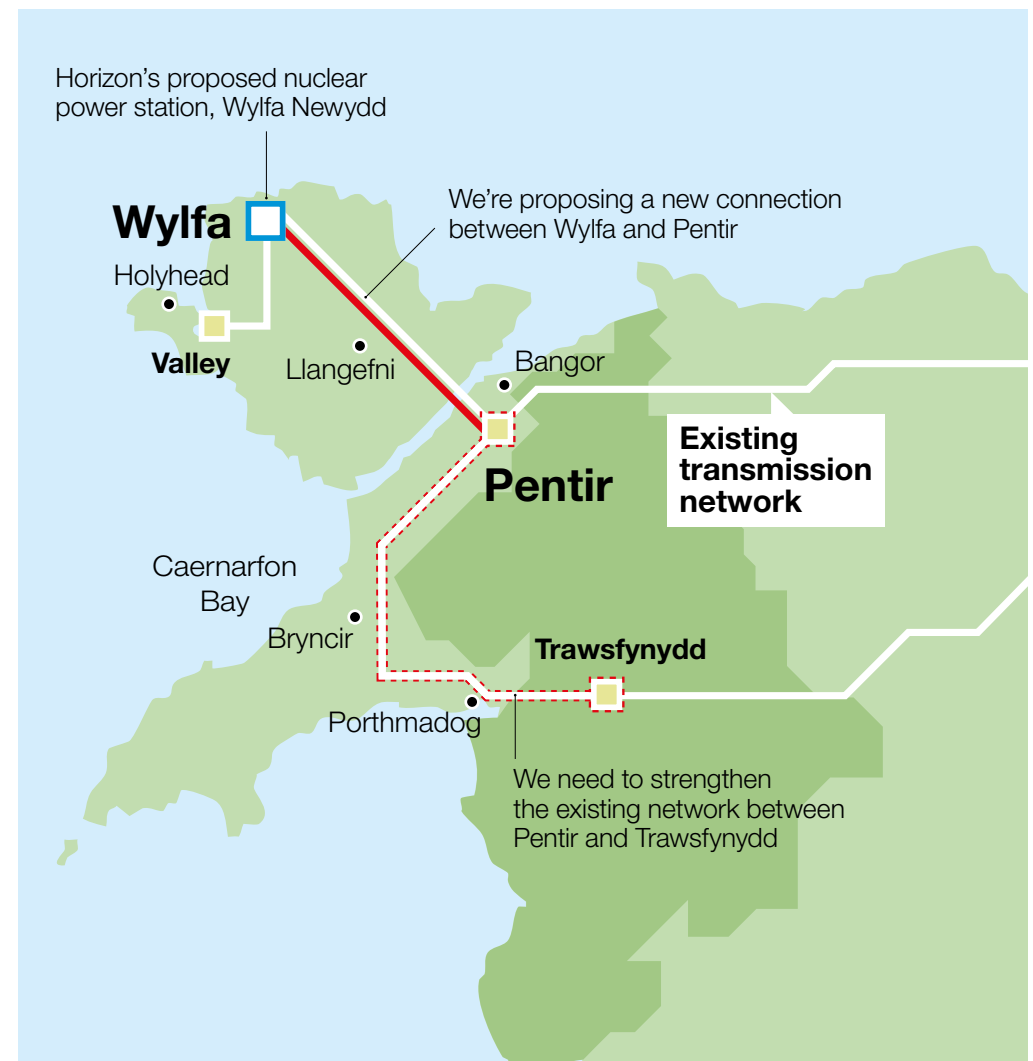
We are not consulting on our work in West Gwynedd at this time, but have provided information so local communities can understand all of the proposals relating to the North Wales Connection Project.

We're talking to communities in the area about what our work means for them and continuing to develop our proposals.

We will be holding a consultation on this work in 2017 ahead of submitting our applications to the relevant authorities.

In the meantime, if you have comments about our work in West Gwynedd, we're always open to feedback on any aspects of our work in North Wales.

You can find more information and register for updates on our website or by giving us a call (details on the back page).



Your feedback – why it's important and how to provide your comments

Feedback from local people, landowners and specialist bodies has been important in informing the design of the proposed connection, alongside our own assessments.

Based on our own assessments and everything you've told us, we think our proposals strike the right balance between everything we have to consider, but there's still opportunity to make further changes.

If there are changes you think we should make let us know and, importantly, let us know why.

Your feedback will help us review the proposals and see if there are ways we can further reduce the effects.

Your comments really can influence our work and we hope you will take part and have your say.

We're asking for comments on all of our proposed work, including:

- the detailed route and the location of pylons
- the steel lattice pylon design we are proposing

- our work to tunnel under the Menai Strait including tunnel head houses and sealing end compounds at either end of the tunnel
- extensions to the existing substations at Wylfa and Pentir
- temporary works such as construction compounds, road access points and lay-down areas to store equipment along the route
- transport routes for the delivery of materials and removal of waste
- screening and other mitigation measures
- anything else you want to tell us about our work so far

Important

This is likely to be our last consultation on the whole connection so it's important people give us their comments. It's your chance to influence how we develop our work before we submit our applications to the relevant bodies and all of the feedback we receive will be carefully considered.

How to provide feedback

You can send us your comments in several ways:

- complete a feedback form online or download one and return it to us: www.northwalesconnection.com
- request a feedback form from our team or pick one up at an event or information point
- write to us at our freepost address: Freepost National Grid NW Connection
- or email us: nationalgrid@northwalesconnection.com

Our community relations team is also available to help answer any questions: 0800 990 3567.

Please give us as much detail as you can. If you think there are ways we can change the proposals to reduce the effects further tell us how and, importantly, tell us why.

You have until 16 December 2016 to send us your feedback and we look forward to receiving your comments.



Consultation on Wylfa Newydd

Horizon Nuclear Power is also consulting on its proposals for the Wylfa Newydd Project between 31 August and 25 October 2016.

For information on Horizon Nuclear Power's consultation, you can contact their community relations team on 0800 954 9516 or visit their website www.horizonnuclearpower.com/consultation.

Horizon's consultation is separate to ours. There is a timeline on page 65 that will help you see how our two projects interact.

Using your feedback and what happens next

After the consultation, we will review our proposals in light of feedback received and see if there are ways we can improve them.

We will also:

- continue discussions with landowners about land use and access
- consider how the transport and construction work could be undertaken and look at opportunities to reduce the effects of this on the area. We will always ensure properties can be accessed during construction
- finalise requirements for tree and hedgerow clearance and how we will manage the effects of this, including reinstatement
- consider the visual impact of the connection to establish what further mitigation measures may be needed, which may include landscaping or planting
- look carefully at the effects of the proposed connection on the local area and if any further mitigation measures are needed
- carry out further engineering surveys

Our applications

When we're happy the proposals are ready, we'll prepare our applications to the relevant bodies. This will include a Consultation Report, to explain what you've told us and how we've taken your views into account, and an Environmental Statement, to explain the likely environmental effects of our proposal.

We will then submit our applications to the relevant bodies. We expect this to be in late 2017, depending on the outcome of the consultation.

At this stage, we anticipate the applications for the connection will be made to the Secretary of State for Business, Energy and Industrial Strategy, via the Planning Inspectorate.

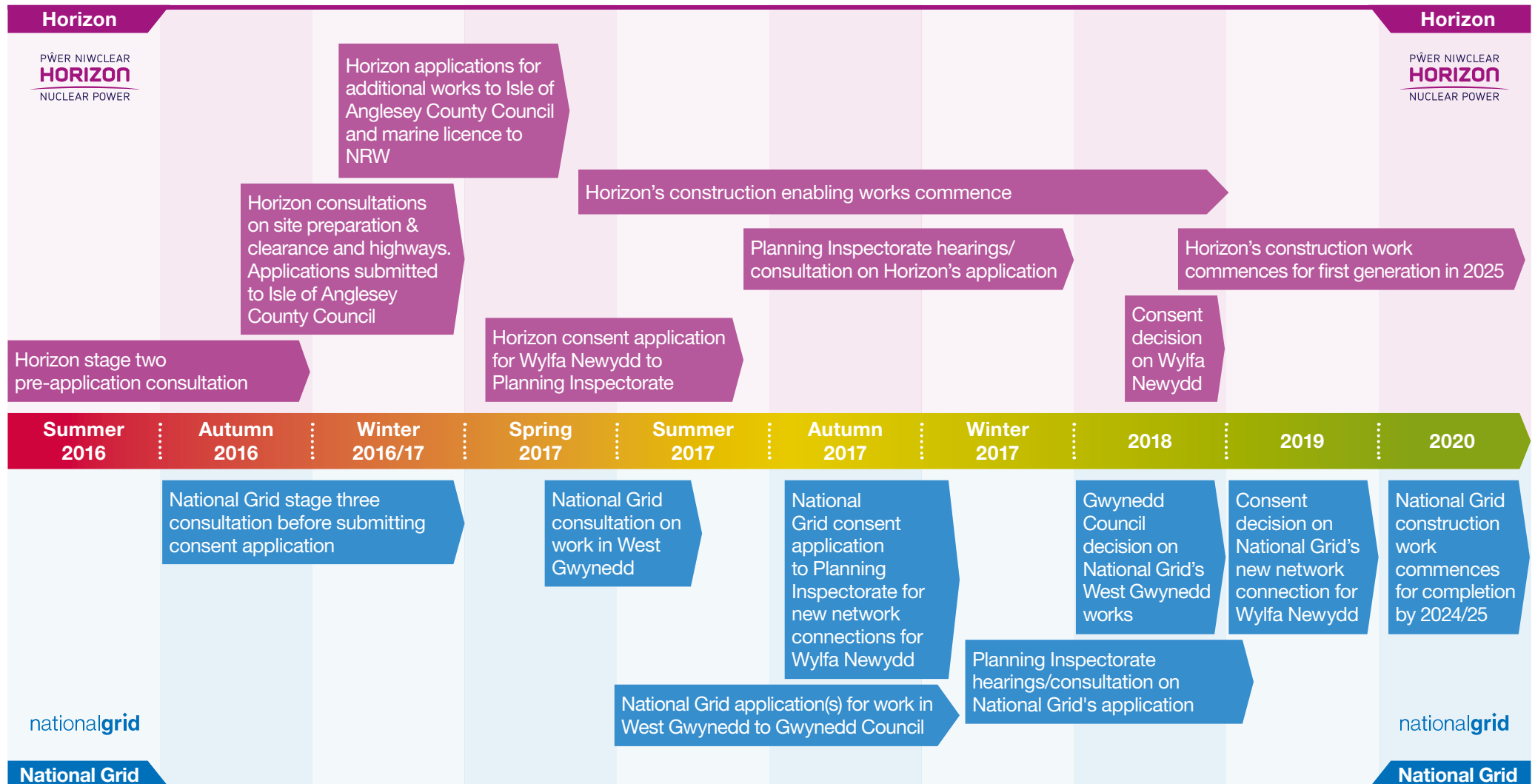
The planning process provides further opportunities for people to put their comments to the determining bodies so these can be considered alongside our applications. We will provide more information on the application process as our work progresses. In the meantime you can find out more about the planning process at the following websites:

infrastructure.planningportal.gov.uk - process for considering applications for development consent for Nationally Significant Infrastructure Projects (such as overhead lines).

planningportal.gov.uk/planning/planningsystem - process for considering planning applications to a local planning authority.

If our applications are approved, we'd expect to start construction in 2019. We think it will take four to five years to build and test the connection, with additional time to reinstate the land and restore it to its previous use.

Project timeline



Proposed project boundary

When we submit our applications we will need to include all of the areas of land we require to build the connection.

This will include permanent infrastructure, such as pylons. It will also include temporary work such as access roads, works compounds and construction sites around our infrastructure.

This means not all the land within the 'proposed project boundary' will have permanent infrastructure on it.

Due to the complex nature of our work, there are often many aspects which make up our application, including:

- Pylons
- Lay-down and working areas, including around each pylon
- Excavated spoil and locations for soil storage and disposal
- Sealing end compounds, including gantries
- Equipment associated with the tunnel including the tunnel head houses
- Any temporary works, including works compounds (welfare and security cabins and car parking), ground levelling, fencing, scaffolding, cranes, marker posts and signage
- Temporary access roads from public roads
- Traffic management, including road diversions and any temporary closures
- Permanent and temporary improvements to public roads
- Off-site planting and vegetation removal

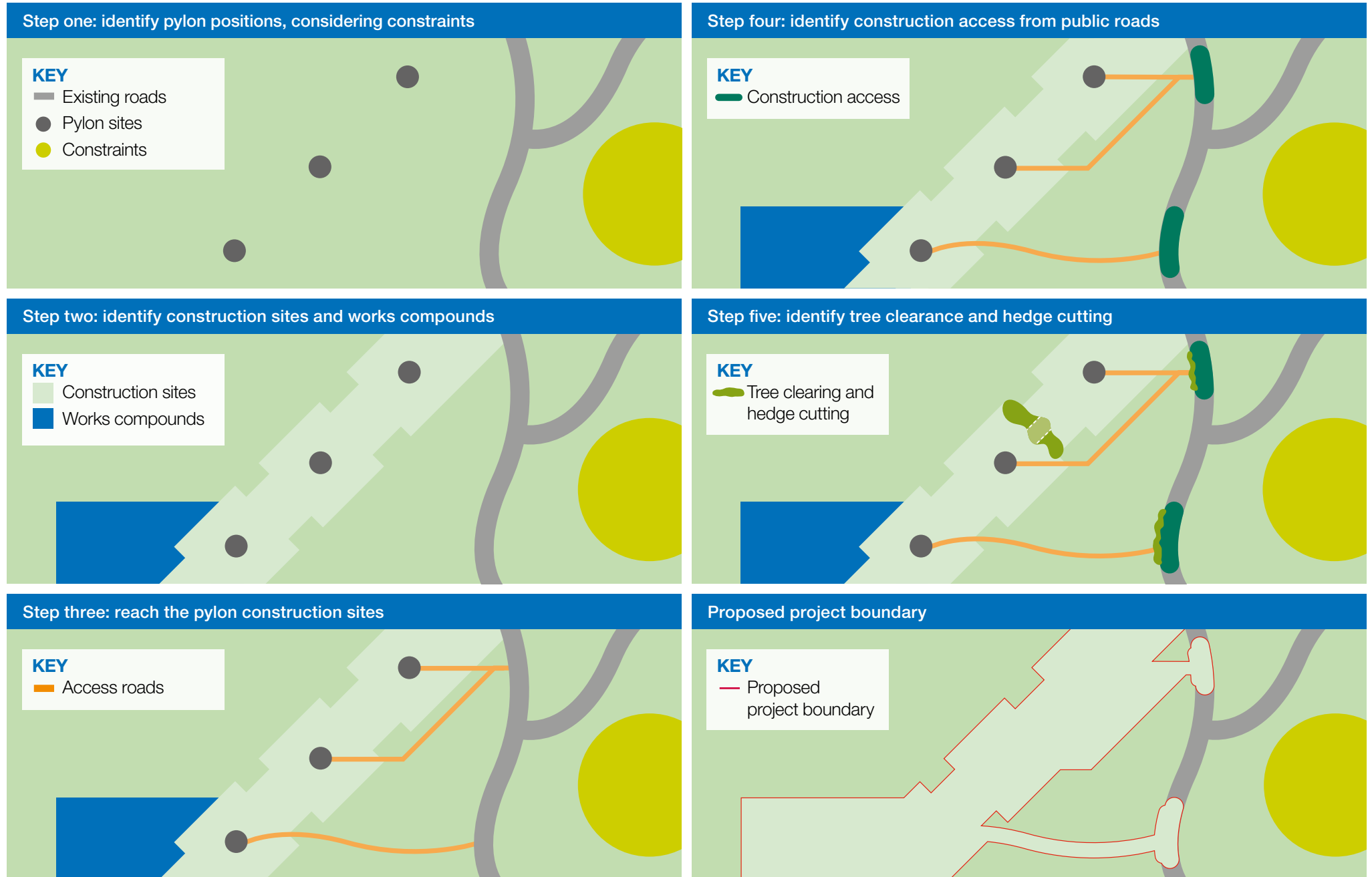
- Utility diversions and drainage works
- Any environmental mitigation and protection measures
- Permanent access roads to sealing end compounds
- Monitoring equipment, including water quality monitoring

A boundary which has considered all of these various elements has been developed and shown on maps included in this consultation. This is typically referred to as a 'proposed project boundary' or 'red line boundary'. It shows the entire area in which we are proposing to undertake work, both temporary and permanent.

The boundary is also required to include all the land over which access is required both for construction and operation of the connection.

As a result of all the elements we must include, the proposed project boundary often appears to be an unusual shape and, in some areas, extends some distance from the proposed locations of permanent equipment of the connection.

This illustration shows how we prepare a proposed project boundary and the types of activities which we expect to happen within it.



Find out more

More information on our work and the feedback you have given us can be found in the following documents.

Copies of all our consultation and technical documents can be found at a number of public locations (see page 69). All our documents are available on our website, or give us a call and we'll send you a copy.

Consultation documents:

- **Statement of Community Consultation (SoCC):** explains our consultation and how people can take part
- **Feedback form, October 2016:** for you to complete and explains what we are asking for feedback on for this stage of consultation
- **Questions and Answers, October 2016:** provides answers to some of the questions you might have about this latest stage of the project
- **Project News, October 2016:** this introduces the consultation and contains a large fold out map that shows the route

Technical documents:

- **Preliminary Environmental Information Report (PEIR) and Non Technical Summary:** this report explains our initial assessments of the nature and extent of the likely environmental effects of our proposals
- **Preferred Route Option Selection Report:** explains why we've chosen our preferred route option
- **Draft Route Alignment Report:** explains why we've chosen the detailed path for the new connection and location of pylons
- **Menai Strait Crossing Report:** explains the options considered for crossing the Menai Strait and why we chose a tunnel. It also explains why we have chosen the locations for the sealing end compounds and the tunnel head houses
- **Project Need Case, 2016:** explains why the North Wales Connection project and the work we have to carry out is needed
- **Strategic Options Report, 2015 and Update 2016:** explains more about the connection options we've looked at

Other useful documents:

- **Route drive films:** using 3D visualisation to travel through sections of the route, accompanied by a narration, explaining the proposals
- **Project team films:** featuring members of the project team talking about their areas of expertise
- **Feedback Report, May 2016:** provides a summary of all the themes you raised during our second consultation and our responses
- **Agricultural and Farming Frequently Asked Questions:** answers to common questions we are asked about farming, agriculture and how we work with landowners
- **Electric and Magnetic Fields – The Facts:** provides more information about Electric and Magnetic Fields
- **A study into the effect of National Grid major infrastructure projects on socio-economic factors:** an independent study to look at any effects our work has had on local businesses in areas where we've built a new connection
- **Our approach to the design and routeing of new electricity transmission lines:** sets out how we identify the most appropriate location and technology for any new electricity transmission route
- **Our transmission infrastructure and its effect on local people, communities and the local economy:** provide information about how we consider local people and communities when developing new infrastructure projects
- **Overhead line construction/ refurbishment:** information on how we construct and refurbish overhead lines
- **The Holford Rules:** guidelines we follow for the routeing of new high voltage overhead lines
- **The Horlock Rules:** guidelines we follow for the siting of new substations
- **Undergrounding:** the technical issues – information on the technical issues associated with underground high voltage transmission lines
- **National Grid and the electricity industry:** our role on the electricity industry and how we operate the electricity network in Wales and England

Information points and reference locations

At our information points, you'll find copies of our community materials to take away. These include our Project News, Overview document, Feedback Form and Questions and Answers document.

Anglesey

Amlwch Library ✨

Parys Road, LL68 9AB

Beaumaris Library ✨

David Hughes Community Centre, LL58 8AL

Y Ganolfan Brynsiencyn

LL61 6HZ

Brynteg Community Hall

LL78 8JN

Cemaes Library ✨

Glascoed Road, LL67 0HN

Esceifiog Community Centre

Gaerwen, LL60 6DD

Holyhead Library ✨

Newry Fields, LL65 1LA

Isle of Anglesey County Council offices ✨

Llangefni, LL77 7TW

Llandegfan Parish Hall

LL59 5UL

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

Gwynedd

Bangor Library ✨

Gwynedd Road, LL57 1DT

Caernarfon Library ✨

Pavilion Hill, LL55 1AS

Rhiwlas Village Hall

LL57 4GA

Reference copies:

Reference copies of all our consultation materials, including technical reports and plans are also available at all of the starred (🌟) venues, as well as the following public locations:

Anglesey

Anglesey Business Centre

Bryn Cefni Business Park, Llangefni, LL77 7XA

Anglesey Council Planning Service

Council Offices, Isle of Anglesey County Council, Llangefni, LL77 7TW

Benllech Library

Bangor Road, LL74 8TF

Gwynedd

Siop Gwynedd

Gwynedd Council's Headquarters, Castle Street, Caernarfon, LL55 1SE

Consultation events and talking to our team

We hope to see you at one of our events, where members of the team will be on hand to answer your questions.

Members of the Horizon Nuclear Power and Greenwire project teams will also be attending some of our community events.

Community Events

A large team and detailed information including what the route could look like.

Wednesday 26 October, 1.30pm-7.30pm

Talwrn Village Hall, LL77 7ST

Friday 28 October, 1.30pm-7.30pm

Llanfairpwll Primary School, Ffordd Caergybi, LL61 5TX

Friday 04 November, 1.30pm-7.30pm

Tre-Ysgawen Hall, Capel Coch, LL77 7UR

Saturday 05 November, 10am-4pm

Rhosybol School Community Hall LL68 9PP

Saturday 12 November, 10am-4pm

Llanfechell Community School, LL68 0SA

Tuesday 15 November, 1.30pm-7.30pm

Penrhyn Hall, Tan Y Fynwent, Bangor, LL57 1NW

Vehicle Events

A smaller team in our consultation vehicle with detailed information including what the route could look like.

Thursday 27 October, 12pm-2.30pm

Glascoed Road car park, Cemaes, LL67 0HN

Saturday 29 October, 12pm-2.30pm

Llys Menai car park, Wood Street, Menai Bridge, LL59 5QW

Tuesday 01 November, 12pm-2.30pm

Stesion y Llan Café car park, Llanerchymedd, LL71 8EU

Thursday 03 November, 12pm-2.30pm

Mill Street car park, Llangefni LL77 7RT

Tuesday 08 November, 11am-1pm

Tŷ Menai, Parc Menai Business Park, LL57 4HJ

Tuesday 08 November, 2.30pm-4.30pm

Pringles car park, Llanfairpwll, LL61 5UJ

Wednesday 09 November, 12pm-2.30pm

Co-op car park, Amlwch, LL68 9AL

Thursday 10 November, 12pm-2.30pm

Mill Street car park, Llangefni, LL77 7RT

Friday 11 November, 12pm-2pm

Tesco Extra car park, Bangor, LL57 4SU

Pop-up Events

Two of our team and a chance to pick up some information.

Wednesday 02 November, 2pm-4.30pm

Pontio, Bangor University, LL57 2TQ

Wednesday 09 November, 5.30pm-7.30pm

Galeri Caernarfon, Doc Victoria, LL55 1SQ

Thursday 10 November, 5pm-7.30pm

David Hughes Leisure Centre, Menai Bridge, LL59 5SS

Friday 11 November, 4pm-6.30pm

Plas Arthur Leisure Centre, Llangefni, LL77 7QX



Never miss an update:



Follow us on Twitter for our latest news and pictures:
@NGNorthWales



Register for updates straight to your phone:
Text **NGCYM** to **80800**



Register for project updates straight to your inbox:
www.northwalesconnection.com

Contact us:



Visit our project website at:
www.northwalesconnection.com



Send an email to:
nationalgrid@northwalesconnection.com



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



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

6.2.24

Appendix 24

Stage Three Consultation Overview document October 2016 (Welsh)

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Prosiect Cysylltiad Gogledd Cymru

Cysylltu ynni newydd carbon isel yng Ngogledd Cymru

Cynlluniau ar gyfer cysylltiad newydd foltedd uchel ym Môn a Gwynedd

Gwybodaeth am y prosiect a'r cynlluniau a gynigir: trosolwg

Hydref 2016



Cynnwys

| | |
|---|----|
| ■ Ein cynlluniau ar gyfer Gogledd Cymru ac ymynghoriad hydref 2016 | 04 |
| ■ Dat-gloi gwaith cynhyrchu ynni carbon isel heddiw i ddiwallu anghenion ynni yfory | 06 |
| ■ Ein dull ni o fynd ati i ddatblygu cysylltiadau newydd | 08 |
| ■ Cysylltu Wylfa Newydd – datblygu ein cynlluniau | 10 |
| ■ Cysylltu Wylfa Newydd – sut mae’ch ymateb chi wedi dylanwadu ar ein gwaith | 12 |
| ■ Ein cynlluniau yn hydref 2016 a sut rydym yn gwneud mwy i leihau’r effeithiau | 18 |
| ■ Dyluniad y peilonau | 20 |
| ■ Cadw’r llinell newydd a’r un bresennol yn agos at ei gilydd | 22 |
| ■ Is-orsaf yr Wylfa | 24 |
| ■ Adran A O’r Wylfa i Ros-goch | 26 |
| ■ Adran B O Ros-goch i Landyfrydog | 28 |
| ■ Adran C O Landyfrydog i’r B5110 i’r gogledd o Dalwrn | 30 |
| ■ Adran D O’r B5110 (i’r gogledd o Dalwrn) i Geint | 32 |
| ■ Adran E O Geint i Afon Braint | 34 |
| ■ Datrys her croesi Afon Menai | 36 |
| ■ Adran F O Afon Braint i Bentir | 38 |
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| ■ Lluniau gwneud | 44 |
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| ■ Adeiladu’r cysylltiad | 52 |
| ■ Adeiladu’r is-orsafoedd | 53 |
| ■ Adeiladu llinellau uwch ben | 54 |
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| ■ Defnyddio’ch ymateb a beth sy’n digwydd nesaf | 64 |
| ■ Llinell amser y prosiect | 65 |
| ■ Ffin arfaethedig y prosiect | 66 |
| ■ Cael gwybod mwy | 68 |
| ■ Canolfannau gwybodaeth a mannau cyfeirio | 69 |
| ■ Digwyddiadau ymynghori a siarad â’n tîm | 70 |

Ein cynlluniau ar gyfer Gogledd Cymru ac ymynghoriad hydref 2016

Mae'r llyfryn hwn yn nodi cynlluniau National Grid i adeiladu ail gysylltiad ym Môn a Gogledd Gwynedd ar gyfer atomfa newydd arfaethedig Pŵer Niwclear Horizon, Wylfa Newydd.

Ein bwriad yw gwneud y cysylltiad trwy godi peilonau ar Ynys Môn ac yng Ngwynedd a chloddio twnnel o dan Afon Menai.

Bydd Wylfa Newydd yn cynhyrchu 2.8 gigawat o drydan – mae hynny'n ddigon i gyflenwi trydan carbon isel i dros bum miliwn o gartrefi.

Mae ein cysylltiad newydd yn hanfodol er mwyn sicrhau bod y trydan hwn yn cyrraedd y cartrefi, y busnesau, yr ysgolion, yr ysbytai a'r gwasanaethau hanfodol eraill sy'n dibynnu ar drydan bob dydd. Mae hefyd yn rhan bwysig o'r gwaith o ddenu'r buddsoddiadau gwerth biliynau o bunnau a ddaw i ogledd Cymru yn sgil yr atomfa.

O'r Wylfa i Bentir – beth sy'n newydd yn hydref 2016?

Ers ein hymgyngoriad diwethaf, rydym wedi bod yn ystyried eich ymateb chi ac yn cynnal nifer o wahanol asesiadau gan edrych ar y dirwedd, yr ecoleg, yr economi lleol a ffactorau pwysig eraill. Mae hyn wedi'n helpu i benderfynu sut a lle i adeiladu'r cysylltiad newydd mewn ffordd sy'n effeithio cyn lleied â phosib ar yr ardal.

Yn yr haf, rhoesom ragor o fanylion sut y gallem groesi Afon Menai. Yn ogystal, fe gadarnhawyd pa lwybr y byddem yn ei ddefnyddio ar gyfer gweddill y cysylltiad o'r Wylfa i fan i'r dwyrain o Langefni a pha ddewisiadau nad oedd yn cael eu hystyried bellach.

Rydym wedi diweddarau ein cynlluniau ers yr haf ac, erbyn hyn, cewch weld cynllun manwl o'r hyn y bwriadwn ei wneud. Mae'n dangos sut y gallai'r ail gysylltiad edrych a pha effeithiau y gallai eu cael.

Ymgynghori yn hydref 2016

- Byddwn yn defnyddio twnnel i fynd o dan Afon Menai. Mae'r twnnel, sydd tua 4km o hyd, yn mynd y tu hwnt i'r Ardal o Harddwch Naturiol Eithriadol (AHNE) ac mae'n golygu bod ein hoffer yn bellach o'r arfordir ac o gymunedau. Bydd hyn yn helpu i leihau'r effeithiau ar ardal ehangach Afon Menai a'r golygfeydd eiconig
- Dewiswyd gosod y compowndiau pennau selio a'r adeiladau pen twnnel (lle bydd y cysylltiad yn mynd o dan y ddaear) ar safleoedd ym Môn Canol a Gwynedd De
- Ar y cyfan, mae'r llinell newydd, sy'n mesur tua 30km, yn cydreddeg yn agos at y llinell bresennol gan gadw draw o'r cymunedau mwyaf. Rydym wedi osgoi rhoi peilonau mewn ardaloedd newydd
- Rydym wedi dewis peilonau rhwyllwaith dur sy'n edrych yn debyg i'r peilonau presennol. Credwn mai dyma'r ffordd orau o leihau'r effeithiau gweledol gan na fydd yn cyflwyno siapiau gwrthgyferbyniol i'r dirwedd
- Bydd angen i ni godi estyniadau i'n his-orsafoedd presennol yn yr Wylfa a Phentir. Yn y ddwy is-orsaf, ceisiwn ddefnyddio gwaith tirlunio a choed gerllaw i leihau'r effeithiau gweledol hyd y bo modd
- Rydym hefyd yn dangos cynlluniau ar gyfer y ffyrdd mynediad dros dro y bydd arnom eu hangen i adeiladu'r cysylltiad a pha ffyrdd y bwriadwn eu defnyddio ar gyfer y traffig adeiladu

Dweud eich dweud

Bydd ein hymgyngoriad ar ein gwaith rhwng yr Wylfa a Phentir yn agored rhwng 5 Hydref ac 16 Rhagfyr 2016.

Ar sail ein gwaith asesu ni a'r hyn rydych wedi'i ddweud wrthym, credwn fod ein cynlluniau'n taro'r cydbwysedd cywir rhwng popeth y mae'n rhaid ei ystyried. Ond mae cyfle i wneud newidiadau o hyd.

Os credwch fod ffyrdd y gallwn newid y cynlluniau i leihau'r effeithiau eto, dywedwch sut, ac yn bwysig, dywedwch pam.

Rydym yn gofyn am eich barn ar yr offer y bydd arnom eu hangen ar gyfer y cysylltiad yn cynnwys y mathau o beilonau a'r llwybr, ein gwaith yn ardal Afon Menai a'r offer angenrheidiol ar gyfer hyn, a'r tir y bydd arnom ei angen ar gyfer y gwaith adeiladu.

Bydd eich ymateb chi'n ein helpu ni i adolygu'r cynlluniau a gweld a oes ffyrdd y gallwn wneud mwy i leihau'r effeithiau.

Gall eich sylwadau chi ddylanwadu ar ein gwaith ni a gobeithio y byddwch yn cymryd rhan ac yn dweud eich dweud.

Peidiwch â cholli'r cyfle i ddylanwadu ar ein gwaith

Mae'n debygol mai hwn fydd ein hymgyngoriad olaf ar y cysylltiad cyfan ac felly mae'n bwysig iawn eich bod yn cymryd rhan fel y gallwn ystyried eich barn.

Mae'n dweud ar dudalen 62 sut i gyflwyno'ch sylwadau.

Ymgynghoriad ar Wylfa Newydd – hydref 2016

Mae Pŵer Niwclear Horizon yn ymgynghori ar ei gynlluniau ar gyfer Prosiect Wylfa Newydd rhwng 31 Awst a 25 Hydref 2016.

Mae rhagor o wybodaeth am ymgynghoriad Horizon ar dudalen 63.

Y camau nesaf

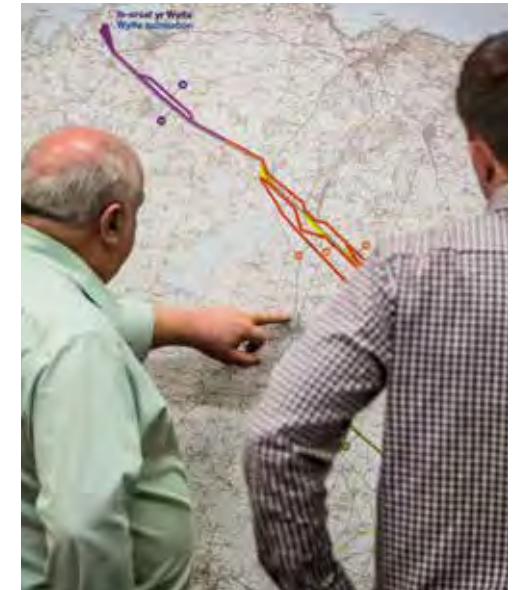
Ar ôl yr ymgynghoriad, byddwn yn edrych yn ofalus ar yr ymateb a gawn gan bobl a chyrrff arbenigol i weld a oes ffyrdd y gallwn newid y cynlluniau i leihau effeithiau ein gwaith eto.

Pan fyddwn yn fodlon bod y cynlluniau'n barod, byddwn yn paratoi ein cais a'r dogfennau ategol. Bydd y rhain yn cynnwys:

- Adroddiad ar yr Ymgynghoriad, i esbonio sut yr ydym wedi talu sylw i'ch barn chi
- Datganiad Amgylcheddol, a fydd yn esbonio effeithiau amgylcheddol tebygol ein cynlluniau

Yna, byddwn yn gwneud cais am Orchymyn Caniatâd Datblygu (DCO) ar gyfer y cysylltiad. Disgwylwn mai tua diwedd 2017 fydd hynny, yn dibynnu ar ganlyniad yr ymgynghoriad. Gwneir y cais i lywodraeth y Deyrnas Unedig trwy'r Arolygiaeth Gynllunio.

Mae rhagor o wybodaeth am yr hyn sy'n digwydd nesaf ar dudalen 64.



Dat-gloi gwaith cynhyrchu ynni carbon isel heddiw i ddiwallu'ch anghenion ynni yfory

Diben Prosiect Cysylltiad Gogledd Cymru yw cysylltu cynlluniau ynni newydd carbon isel yn y gogledd â'r rhwydwaith trydan.

Mae angen cyflenwadau ynni newydd diogel a dibynadwy ar Gymru a gweddill y Deyrnas Unedig ac, ar yr un pryd, mae angen mynd i'r afael â newid yn yr hinsawdd. Mae hyn yn golygu buddsoddiad mawr mewn ffynonellau ynni carbon isel.



Ffynonellau ynni newydd yn y Gogledd

Yng Ngogledd Cymru, mae Pŵer Niwclear Horizon yn bwriadu codi atomfa newydd, Wylfa Newydd. Bydd yr atomfa newydd yn cynhyrchu 2.8 gigawat o drydan – mae hynny'n ddigon i gyflenwi trydan carbon isel i dros bum miliwn o gartrefi.

Gyda'u rhaglen Ynys Ynni, mae Cyngor Sir Ynys Môn yn bwriadu gwneud y defnydd gorau o'r buddsoddiad hwn a buddsoddiadau eraill mewn ynni trwy sicrhau bod Môn ar flaen y gad wrth ddatblygu ynni carbon isel.

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

Mae angen cysylltu'r holl ynni newydd â'r rhwydwaith trydan cenedlaethol fel y gellir ei gario o'r man lle caiff ei gynhyrchu i'r cymunedau a'r busnesau sy'n ei ddefnyddio.

Dyna dasg National Grid – ein gwaith ni yw darparu'r cysylltiad. Mae hyn yn ein rhoi wrth galon y gwaith o hwyluso'r ynni carbon isel a'r buddsoddiad y mae'n ei greu ar gyfer Gogledd Cymru a'r tu hwnt.

Ein swyddogaeth ni a'r angen am ail gysylltiad

Mae llinell uwch ben yn croesi Ynys Môn eisoes, o'r Wylfa i Bentir, ond nid yw'n ddigon i gario'r holl drydan y bydd Wylfa Newydd yn ei gynhyrchu yn ddiogel.

Er mwyn creu cysylltiad diogel a dibynadwy ar gyfer yr atomfa, mae angen dwy linell arnom – y llinell bresennol ac ail gysylltiad.

Rhagor o wybodaeth

Mae rhagor o wybodaeth am yr angen am ail linell ar gyfer Wylfa Newydd yn ein dogfennau 'Strategic Options Report Update', Hydref 2016 a'n 'Need Case'. Mae'n dweud ar dudalen 68 lle y cewch eu gweld.





Ein gwaith yng Ngorllewin Gwynedd

Yn ogystal â'n gwaith o'r Wylfa i Bentir, mae angen cryfhau'r rhwydwaith trydan ger Porthmadog a Bryncir. Bwriad hyn yw cario trydan o Wylfa Newydd a phŵer ychwanegol o ffermydd gwynt Greenwire a Codling Park yn Iwerddon a fydd yn cysylltu â rhwydwaith y Deyrnas Unedig yng ngogledd Cymru. Bydd ein gwaith uwchraddio'n sicrhau cyflenwadau trydan diogel a dibynadwy i ogledd Cymru a'r tu hwnt.

Er mwyn cryfhau'r rhwydaith, mae arnom angen:

- gwneud gwaith ar y llinell uwch ben bresennol rhwng Pentir a Thrawsfynydd, a mân waith yn ein his-orsaf bresennol yn Nhrawsfynydd
- is-orsaf newydd ger Bryncir
- rhoi 12 cebl newydd yn lle'r ceblau presennol yn Aber Afon Glaslyn a gwneud gwaith ar ein hoffer presennol yn y Wern a'r Garth

Fe wnaethom ni ymgynghori ar y cynlluniau hyn gyntaf yn 2012. Ers 2012, mae'r cwmnïau ynni wedi newid eu cynlluniau gan effeithio ar faint o ynni newydd y bwriedir ei gynhyrchu yn y gogledd.

Roedd angen iddynt roi rhagor o fanylion i ni am eu cynlluniau cyn i ni symud ymlaen. Nawr y mae hyn wedi digwydd, gallwn barhau â'n gwaith.

Ymgynghori ar ein gwaith yng Ngorllewin Gwynedd yn 2017

Nid ydym yn ymgynghori ar ein gwaith yng Ngorllewin Gwynedd ar hyn o bryd ond rydym wedi rhoi gwybodaeth fel y gall cymunedau lleol ddeall yr holl gynlluniau sy'n ymwneud â Phrosiect Cysylltiad Gogledd Cymru.

Rydym yn trafod gyda chymunedau yn yr ardal beth y mae ein gwaith yn ei olygu iddyn nhw ac rydym yn dal i ddatblygu ein cynlluniau.

Byddwn yn cynnal ymgynghoriad ar y gwaith hwn yn 2017 cyn cyflwyno ceisiadau i'r cyrff perthnasol.

Yn y cyfamser, os oes gennych sylwadau am ein gwaith yng Ngorllewin Gwynedd, rydym bob amser yn croesawu ymateb i hyn neu unrhyw agweddau eraill ar ein gwaith yn y gogledd.

Cewch wybod rhagor ar dudalen 60.

Ein dull ni o fynd ati i ddatblygu cysylltiadau newydd

Pan ofynnir i National Grid gysylltu ffynonellau trydan newydd i'r rhwydwaith, mae gofyn i ni ystyried nifer o ffactorau pwysig.

Fel y disgwylic, mae safonau ansawdd caeth a deddfwriaeth y mae'n rhaid i ni eu bodloni er mwyn sicrhau bod y cysylltiadau newydd yn ddiogel, yn ddibynadwy ac yn fforddiadwy.

Ar yr un pryd, mae'n rhaid i ni ystyried yr effeithiau ar bobl, lleoedd a'r amgylchedd a dilyn canllawiau a amlinellir mewn polisiau perthnasol.

Ein nod yw datblygu cynllun y disgwyliwn iddo gael ei ganiatáu trwy sicrhau'r cydbwysedd cyffredinol cywir rhwng yr holl ffactorau y mae'n rhaid i ni eu hystyried. Rydym yn dilyn proses fanwl gyda'r nod o sicrhau hynny.

Canllawiau'r llywodraeth

Mae llywodraeth y Deyrnas Unedig yn darparu canllawiau cynllunio ac yn pennu'r rheolau sy'n sicrhau ein bod yn gweithredu'r rhwydwaith trydan er budd pawb yn y gymdeithas.



Rhai o'r ffactorau a gymerwn i ystyriaeth

Technegol

Sicrhau y bydd y cysylltiad yn gweithio mewn ffordd ddibynadwy a diogel

Y gost

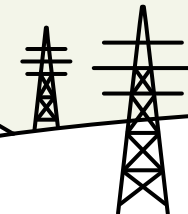
Gofalu y gellir adeiladu'r cysylltiad a'i weithredu mewn ffordd gost-effeithiol, yn unol â gofynion Ofgem i gadw biliau trydan defnyddwyr mor isel ag y gallwn

Cymunedau a phobl

Ystyried amgylchoedd trefi, pentrefi, tai a busnesau unigol yn ofalus a thalu sylw i weithgarwch economaidd yr ardal fel twristiaeth ac amaethyddiaeth

Y Dirwedd

Ystyried y dirwedd, yn cynnwys golygfeydd tuag at ardal y cysylltiad newydd ac oddi yno

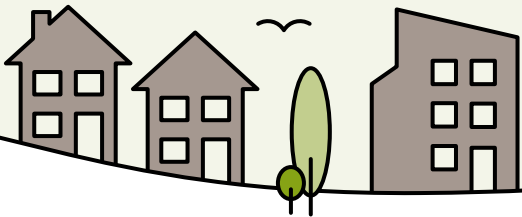


Y dreftadaeth ddiwylliannol

Edrych ar ardaloedd ac iddynt arwyddocâd hanesyddol, fel safleoedd archaeolegol

Ecoleg

Ystyried rhywogaethau pwysig o blanhigion ac anifeiliaid a'r effaith y gallem ei chael amyn nhw



Yr ymateb a mireinio'r cynlluniau

Nid yw sicrhau cydbwysedd bob amser yn hawdd oherwydd gall y gwahanol ofynion ac ystyriaethau gystadlu â'i gilydd weithiau.

Er mwyn gwirio'r penderfyniadau a wnaethom a'n helpu i ddatblygu'r cynlluniau, rydym yn ymgynghori â phobl yr ardal a chyrrff arbenigol, fel sefydliadau treftadaeth a chyrrff amgylcheddol ac yn gofyn eu barn.

Mae eu hymateb nhw yn ein helpu i ddeall beth sydd bwysicaf i bobl ac mae'n adeiladu ar ein hasesiadau ni trwy roi rhagor o wybodaeth.

Mae'n dylanwadu ar ein penderfyniadau ac yn helpu i baratoi'r cynlluniau.

Mae'r ymgynghoriad yn rhan o'r broses ganiatâd ac mae'n helpu i sicrhau ein bod yn deall effeithiau ein gwaith yn well gan weld a oes ffyrdd o leihau'r effeithiau hyn.



Penderfyniad y llywodraeth

Trwy ymgynghoriadau ac asesiadau, rydym yn gweithio'n galed i ddatblygu cynlluniau y credwn eu bod yn sicrhau cydbwysedd rhwng yr holl ffactorau hyn.

Rydym yn penderfynu sut y bydd y cynlluniau'n datblygu ond nid ni sy'n penderfynu a ydym wedi sicrhau'r cydbwysedd cywir nac a ddylai'r cynlluniau hynny gael eu gweithredu. Llywodraeth y Deyrnas Unedig sy'n gwneud y penderfyniad hwnnw.

Er mwyn cael caniatâd i adeiladu'r cysylltiad, rydym yn gwneud cais i'r Arolygiaeth Gynllunio. Yna, maen nhw'n ystyried y cynlluniau yn erbyn

canllawiau cynllunio ac yn cynnal gwrandawiadau cyhoeddus er mwyn cael rhagor o ymateb. Ar ôl gwneud hyn, mae'r Arolygiaeth Gynllunio'n gwneud argymhelliad i'r Ysgrifennydd Gwladol.

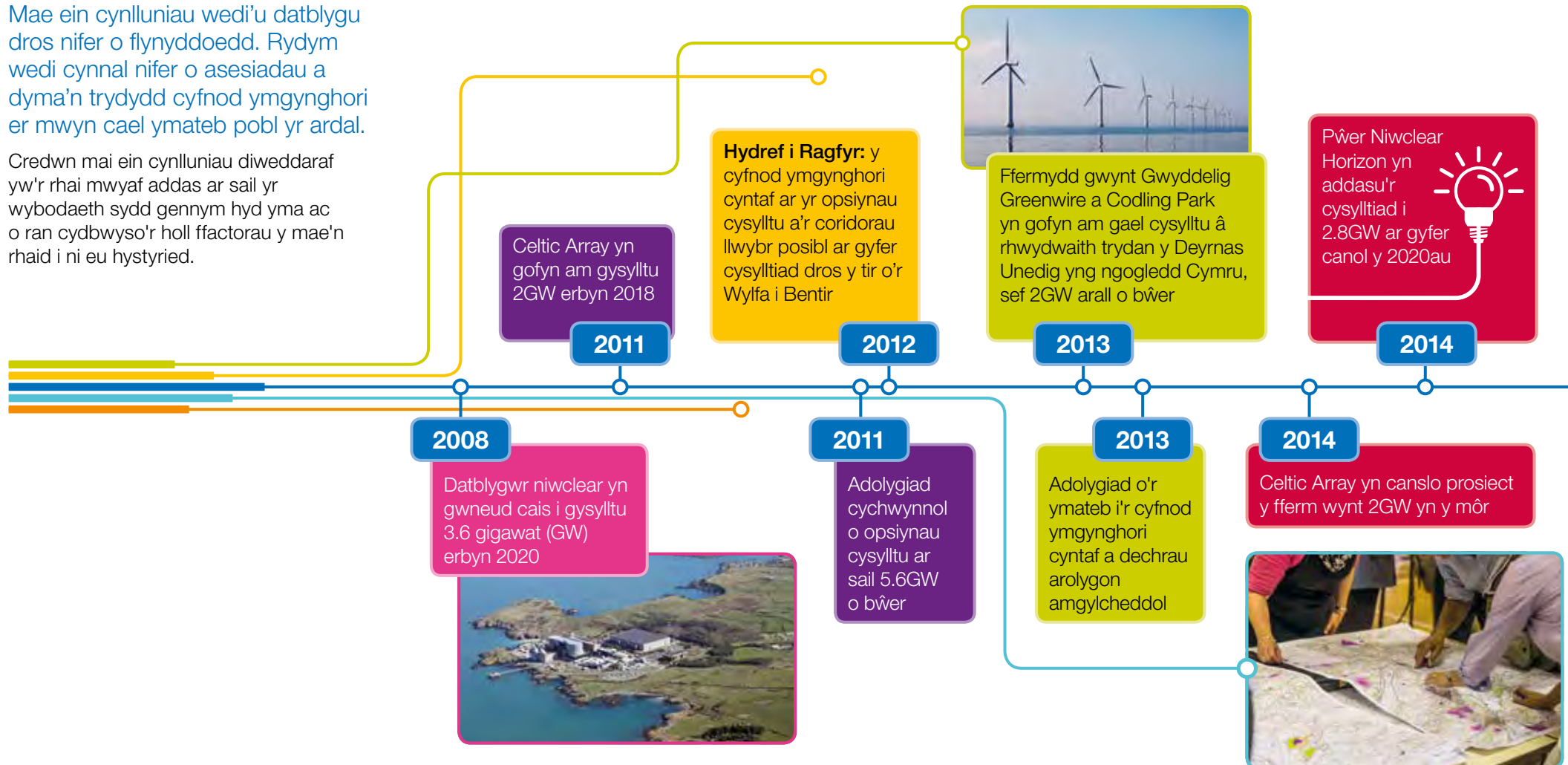
Yn y pen draw, yr Ysgrifennydd Gwladol dros Fusnes, Ynni a Strategaeth Ddiwydiannol fydd yn penderfynu a ydym wedi taro'r cydbwysedd cywir ac a ddylid rhoi caniatâd i'n cynlluniau.

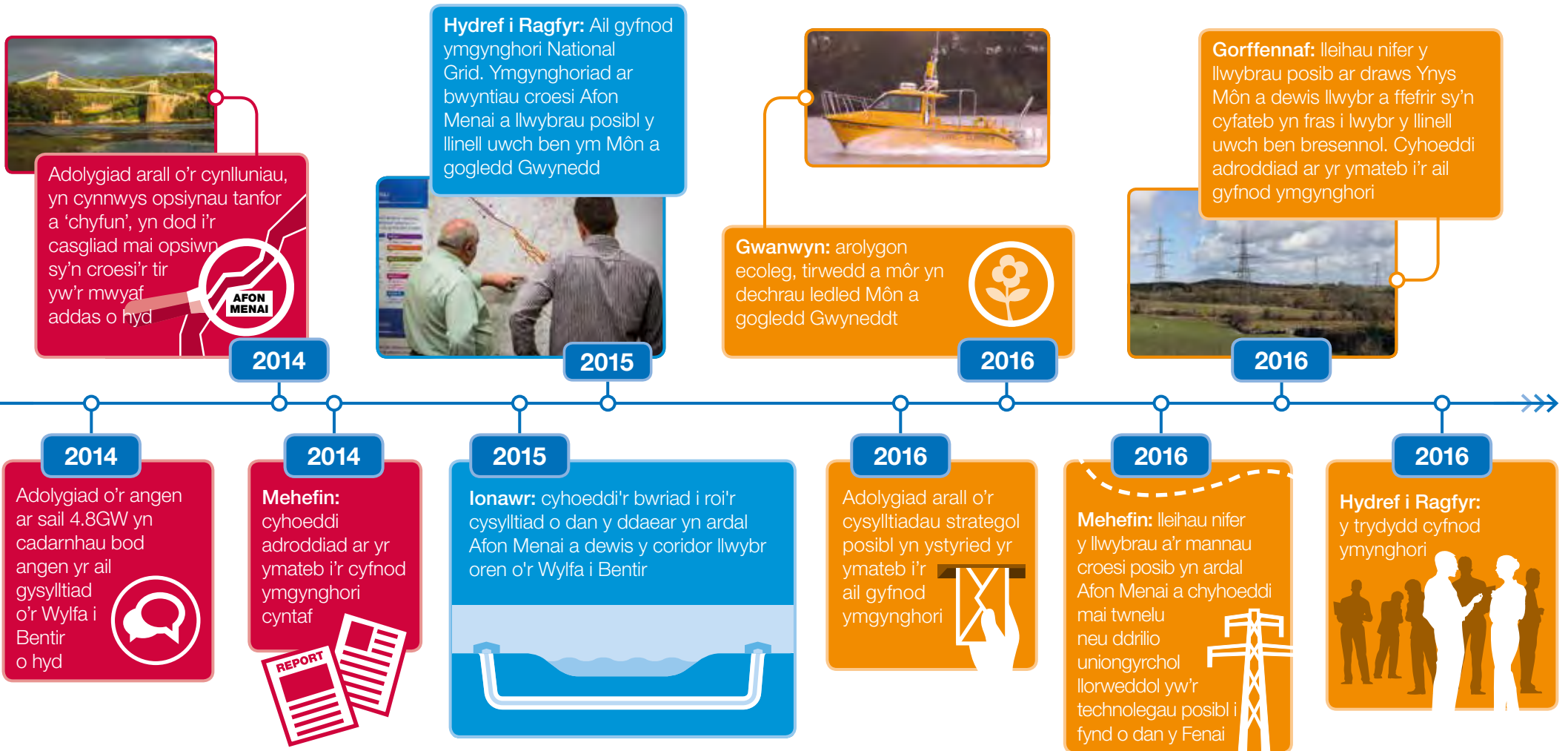


Cysylltu Wylfa Newydd – datblygu ein cynlluniau

Mae ein cynlluniau wedi'u datblygu dros nifer o flynyddoedd. Rydym wedi cynnal nifer o asesiadau a dyma'n trydydd cyfnod ymgynghori er mwyn cael ymateb pobl yr ardal.

Credwn mai ein cynlluniau diweddaraf yw'r rhai mwyaf addas ar sail yr wybodaeth sydd gennym hyd yma ac o ran cydbwysu'r holl ffactorau y mae'n rhaid i ni eu hystyried.





Cysylltu Wylfa Newydd – sut y mae’ch ymateb chi wedi dylanwadu ar ein gwaith

Mae’ch ymateb chi wedi chwarae rhan bwysig yn dylanwadu ar ein cynlluniau ni ac mae wedi’n helpu i ddeall beth y mae gwahanol bobl, grwpiau cymunedol a chyrrff arbenigol yn teimlo sydd bwysicaf iddyn nhw.

Mae llawer o bobl wedi mynegi pryderon am ein gwaith ac wedi dweud y dylem roi’r cysylltiad yn y môr neu o dan y ddaear.

Rydym wedi darllen yr holl ymateb a gawsom gan bobl ac wedi’i ystyried ond dim ond un o’r pethau y mae’n rhaid i ni eu hystyried yw ymateb pobl. Mae’n rhaid i ni wrando hefyd ar gyrff arbenigol sy’n gyfrifol am warchod ecoleg, treftadaeth a’r amgylchedd a sicrhau bod y cysylltiad yn ddiogel, yn ddibynadwy ac yn rhoi gwerth am arian.

Rydym yn gwrandao 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.

Yma, rhoddir trosolwg o’r ffordd rydym wedi talu sylw i’r ymateb a sut y mae wedi helpu i lywio’n cynlluniau.

Cyfnod un, hydref 2012 tan ddechrau 2015: penderfynu ar y math o dechnoleg a’r coridor llwybr

Ein cynlluniau

- Fe wnaethom ni esbonio’r mathau o dechnoleg roeddem wedi’u hystyried er mwyn gwneud y cysylltiad, yn cynnwys cysylltiad tanfor HVDC (cerrynt uniongyrchol foltedd uchel), cysylltiad tanfor AC (cerrynt eileddol) a chysylltiad AC dros y tir
- Dewiswyd rhoi’r cysylltiad dros y tir o’r Wylfa i Bentir gan esbonio pam roeddem yn meddwl mai dyma’r dewis mwyaf addas er mwyn cydbwysu’r holl ofynion y mae’n rhaid i ni eu hystyried
- Cynigiwyd nifer o goridorau llwybr gennym (rhubanau llydan o dir sy’n cynnwys llwybr y cysylltiad) ar draws Ynys Môn a gogledd Gwynedd: coridorau oren, melyn, glas, porffor ac ‘ardal gyffredin’ yn ardal Afon Menai
- Yn y manau lle’r oedd y coridorau llwybrau’n dod ynghyd yn yr ‘ardal gyffredin’, roedd pum dewis ar gyfer croesi Afon Menai: O A i E
- Dywedwyd ein bod yn meddwl mai llinell uwch ben o’r Wylfa i Bentir fyddai’r dechnoleg fwyaf addas

- Cyhoeddwyd nifer o adroddiadau i esbonio ein cynlluniau, yn cynnwys y Strategic Options Report a’r Initial Route Corridor Report

Yr ymateb a gawsom

- Roedd llawer o bobl yn herio ein penderfyniad i gael llinell uwch ben, dros y tir, gan eu bod yn meddwl y byddai’n amharu ar gymunedau lleol, tirwedd ac economi Môn
- Yng Ngwynedd, cododd pobl bryderon am yr effeithiau ar gymunedau, yn enwedig yn yr ardal o gwmpas y Felinheli a Bethel. Dywedodd llawer o bobl nad oedd arnynt eisiau rhagor o linellau uwch ben yng ngogledd Gwynedd gan y credent y byddai hynny’n amharu ar gymunedau, twristiaeth a Pharc Cenedlaethol Eryri
- Roedd y rhan fwyaf o bobl yn awyddus i ni ailystyried cysylltiad tanfor ac edrych yn fwy manwl ar yr effeithiau posibl ar economi’r ardal. Cynigiwyd cynllun cyfun a oedd yn cyfuno llinellau uwch ben a cheblau tanfor ac roeddech yn awyddus i ni ymchwilio i hynny
- Dywedoch wrthym fod economi’r ardal, yn enwedig twristiaeth, a’r effeithiau ar gymunedau lleol a’r dirwedd ymhlith y materion pwysicaf i chi ac y dylem osgoi effeithio ar y rhain
- Dywedoch wrthym fod Afon Menai ac Ardal o Harddwch Naturiol Eithriadol (AHNE) Ynys Môn yn llefydd arbennig iawn ac na ddylem roi llinell uwch ben yno. Gofynnoch a allem roi’r ceblau ar Bont Britannia i groesi Afon Menai
- O’r rhai a ddywedodd pa goridor roeddent yn ei ffafrio, roedd y rhan fwyaf yn ffafrio’r coridor oren, sy’n dilyn y llinell bresennol yn fras, trwy ganol Ynys Môn
- O’r pum opsiwn a gyflwynwyd ar gyfer croesi Afon Menai, roedd y nifer fwyaf yn teimlo mai Opsiwn B, sy’n rhedeg ochr yn ochr â’r llinell bresennol sy’n cydreddeg yn agos â Phont Britannia, oedd y mwyaf addas.

Beth ddywedoch chi wrthym ni

“Defnyddiwch geblau o dan y dŵr rhag i chi ddifetha tirwedd Ynys Môn.”

“Yn sicr, byddai codi peilonau newydd... ar draws y Fenai'n difetha harddwch naturiol yr ardal, gan amharu ar dwristiaeth a mwynhad pobl leol o'r golygfeydd.”

“Byddai cysylltiad cyfun yn lleihau risgiau posibl cysylltiad hollol danfor o safbwynt technegol ac ariannol.”

Sut y gwnaethom ni ymateb

- Cynhaliwyd adolygiad o'r holl fathau o dechnoleg yr oeddem wedi'u hystyried cynt, ynghyd â'r opsiwn cyfun a gynigiwyd wrth i bobl ymateb, er mwyn edrych yn ôl dros ein penderfyniadau. Yn dilyn yr adolygiad hwn, daethom i'r casgliad nad oedd cysylltiad HVDC yn addas ac mai cysylltiad AC dros y tir oedd y dechnoleg fwyaf addas ar gyfer Wylfa Newydd o hyd. Cyhoeddwyd fersiwn wedi'i diweddarau o'r Strategic Options Report a oedd yn esbonio'r gwaith a wnaethom a'r casgliadau y daethom iddynt
- Fe wnaethom ni adolygu'r holl goridau posibl ar sail yr hyn a ddywedoch chi wrthym a'n hasesiadau ni'n hunain. Penderfynwyd symud ymlaen â'r coridor llwybr oren. Hwn oedd yn cynnig y cyfle gorau i gyfeirio cysylltiad draw o rai o ardaloedd mwyaf gwerthfawr Ynys Môn, fel y glannau, ac o rai o'r cymunedau mwyaf
- Gwrthodwyd coridorau llwybrau ger Bethel a'r Felinheli hefyd er mwyn canolbwyntio ar ardal lai o faint lle galledd groesi Afon Menai
- Buom yn edrych ar yr ardal o gwmpas Afon Menai ac yn ymchwilio i weld a fyddai modd cario'r cysylltiad ar draws Pont Britannia. Gwelsom y byddai anawsterau technegol yn codi oherwydd materion fel prinder lle, pwysau'r ceblau a chael y ceblau i ben y bont ac oddi arni ac felly nid oeddem yn ffafrio'r dewis hwn
- Buom yn asesu effeithiau llinell uwch ben yn ardal bwysig Afon Menai hefyd. Gan ei bod yn AHNE ac oherwydd yr ymateb a gawsom, dywedwyd y byddem yn rhoi'r cysylltiad o dan y ddaear yma ac addawsom wneud rhagor o waith i ganfod sut orau i wneud hyn
- Bryd hynny, bu newid yn swm y trydan yr oedd bwriad i'w gynhyrchu yng ngogledd Cymru ac aethom ati i adolygu'r angen am ein prosiect er mwyn sicrhau bod angen ail gysylltiad. Daeth ein hadolygiad i'r casgliad bod angen cysylltiad newydd o hyd

Cyfnod dau, hydref 2015 tan haf 2016: llwybrau posibl a chroesi Afon Menai

Ein cynlluniau

- Dywedwyd ein bod o'r farn mai llinell uwch ben oedd y dewis mwyaf addas er mwyn cydbwysu'r holl ddyletswyddau a ffactorau y mae'n rhaid i ni eu hystyried
- Rhoesom ragor o wybodaeth am anawsterau cysylltiad tanfor, trafferthion technegol cysylltu atomfa fel hyn a pham nad ydym yn symud ymlaen â'r dewis hwn
- Cynigiwyd nifer o lwybrau posibl o fewn y coridor llwybr oren. Ar y cyfan, datblygwyd y gwahanol lwybrau er mwyn cadw'n agos at y llinell bresennol hyd y bo modd, gan gynnig y cyfle gorau i leihau effaith gyffredinol ein gwaith ar gymunedau – roedd hyn hefyd yn rhywbeth yr oedd nifer o bobl wedi gofyn i ni ei wneud
- Yn ogystal, datblygwyd llwybrau posibl oedd yn lleihau'r effeithiau ar nodweddion pwysig eraill yn cynnwys lleoliadau twristiaidd, safleoedd treftadaeth, ecoleg a nodweddion arbennig yn y dirwedd

- Rhoesom ragor o fanylion am ardal Afon Menai, yn cynnwys ardaloedd chwilio am safleoedd compowndiau pennau selio i'w rhoi yn y man y byddai'r cysylltiad uwch ben yn troi'n un tanddaear
- Fe ddywedom ni hefyd nad oedd modd osgoi pob cymuned ac ardal sensitif ar hyd y llwybrau ac fe wnaethom ni ymrwymo i wneud rhagor o waith i asesu'r effeithiau ar yr ardaloedd hyn
- Cyhoeddwyd Route Options Report gennym i esbonio ein cynlluniau

Yr ymateb a gawsom

- Roedd pobl yn dal yn bryderus am yr holl lwybrau posibl a dywedodd llawer y dylem roi'r cysylltiad o dan y ddaear er mwyn osgoi effeithiau gweledol ym Môn a gogledd Gwynedd
- Roedd pobl yn pryderu am y posibilrwydd o gael peilonau mewn ardaloedd newydd yn bell oddi wrth y llinell bresennol

- Yn ardal Afon Menai, roeddech yn pryderu am beilonau mewn ardaloedd newydd. Dywedoch wrthym am ystyried yr effeithiau ar gymunedau yn yr ardal, yn cynnwys Llanddaniel Fab, Llanfair Pwll a Star. Roedd Stad y Faenol, Plas Newydd a Thŵr Marcwis, a gwerth y safleoedd hyn i dwristiaeth yn yr ardal, yn ystyriaethau pwysig eraill.
- Yng Ngwynedd, gofynnoch i ni edrych yn ofalus ar nifer y llinellau oedd yn agos at ei gilydd ger is-orsaf Pentir ac roeddech yn awyddus i ni ystyried rhoi'r cysylltiad o dan y ddaear yma. Roedd pobl yn meddwl y byddai dwy linell yn cydreddeg â'r A55 yn effeithio ar y dirwedd wrth i bobl, yn cynnwys ymwelwyr, deithio ar hyd y llwybr hwn
- Roedd pobl yn awyddus i ni roi rhagor o fanylion am ein gwaith yn ardal Afon Menai a dweud pa ddewisiadau y byddem yn symud ymlaen â nhw
- Ledled Môn a Gwynedd, dywedoch fod pobl yn gwerthfawrogi'r golygfeydd a'r dirwedd, eu bod yn rhan o'r hyn sy'n gwneud yr ardal yn arbennig ac y dylem gadw draw o gymunedau a phobl

- Cawsom lawer o ymateb ynglŷn ag ardaloedd ar hyd y llwybrau posibl y dywedoch y dylem eu hystyried. Roedd hyn yn cynnwys pentrefi a thai, busnesau twristiaeth a safleoedd fel Llyn Alaw, y ffeniau a safleoedd bywyd gwyllt
- Os oedd rhaid rhoi'r cysylltiad uwch ben, teimlai pobl y dylai fod yn agos at y llinell bresennol er mwyn cadw effeithiau'r ddwy linell yn agos at ei gilydd

Pam na allwch chi roi'r cysylltiad cyfan o dan y ddaear?

Gwyddom y byddai'n well gan lawer o bobl pe baem yn rhoi'r cysylltiad cyfan o dan y ddaear ac rydym wedi edrych yn ofalus ar yr opsiwn hwn.

Rydym yn cydnabod manteision gweledol tanddaearu'r holl gysylltiad ond mae angen cydbwysu hyn ag ystyriaethau eraill, fel y gost.

Byddai rhoi'r cysylltiad cyfan o dan y ddaear rhwng yr Wylfa a Phentir yn costio dros un biliwn o bunnau. Mae hyn gannoedd o filiynau o bunnau'n fwy costus na'r dewis yr ydym ni'n ei ffafrio. Mae'n rhaid i ni sicrhau bod ein gwaith yn cynnig gwerth am arian oherwydd mae ein costau'n cael eu pasio ymlaen i bawb ohonom trwy'n biliau ynni.

Mae tanddaearu'n achosi anhwylostod mawr ac mae angen lled gweithio parhaus o tua 65m i'w wneud – tua lled cae pêl droed. Mae'n debygol y caiff hyn fwy o effaith ar dreftadaeth ddiwylliannol, ecoleg, archaeoleg a defnydd tir nag adeiladu peilonau.

Oherwydd y gost a'r ystyriaethau technegol, dim ond mewn ardaloedd a warchodir gan ddyodiadau fel Ardaloedd o Harddwch Naturiol Eithriadol, fel Afon Menai, neu rai sy'n sensitif iawn o safbwynt gweledol, fel Aber Afon Glaslyn ger Porthmadog, y rhoddwn geblau o dan y ddaear fel rheol.



Mae angen lled gweithio parhaus o 65m i wneud cysylltiad tanddaear – tua lled cae pêl droed.



Beth ddywedoch chi wrthym ni

“Mae Afon Menai i gyd yn eicon cenedlaethol eithriadol sy'n cael ei edmygu gan bobl trwy Brydain a thramor.”

“Dylid rhoi'r holl geblau o dan y ddaear, beth bynnag yw'r gost.”

“Mae'n ymddangos yn well cael dwy linell yn agos at ei gilydd na chodi llinell mewn rhan arall o'r ynys sy'n eithaf naturiol hyd yma.”

Cyfnod dau, hydref 2015 tan haf 2016: llwybrau posibl a chroesi Afon Menai

Sut y gwnaethom ni ymateb

- Cynhaliwyd arolwg arall o'n dewis ni o ddefnyddio llinell uwch ben er mwyn gweld a oedd opsiwn sy'n mynd yn gyfan gwbl o dan y ddaear yn addas. Ar ôl hyn, roeddem yn dal o'r farn mai llinell uwch ben, gyda darn o dan y ddaear yn ardal Afon Menai, oedd y technolegau mwyaf addas o ran cydbwysu'r holl ffactorau y mae'n rhaid i ni eu hystyried
- Ym mis Mehefin 2016, cyhoeddwyd rhagor o fanylion am ein gwaith yn ardal y Fenai. Ar Ynys Môn, cadarnhawyd na fyddem yn symud ymlaen â rhannau o lwybrau 5A na 5D nac ardal chwilio compownd pennau selio Môn, De, sydd agosaf at y Gaerwen a Llanddaniel Fab. Roeddem yn credu y câi llwybrau eraill lai o effaith ar olygfeydd, treftadaeth ddiwylliannol a lleoedd o ddiddordeb hanesyddol
- Yng Ngwynedd, penderfynwyd peidio â symud ymlaen â llwybr 5H nac ardal chwilio compownd pennau selio Gwynedd, Gogledd ger Bangor chwaith. Credem y byddai'r llwybrau eraill yn cael llai o effeithiau ar gymunedau a'r dirwedd, a phobl yn teithio ar yr A55
- Aethom ati i leihau maint yr ardaloedd chwilio compowndiau pennau selio eraill – lle byddai'r cysylltiad yn mynd o dan y ddaear – er mwyn cadw'n hoffer ymhellach o'r arfordir a'r Ardal o Harddwch Naturiol Eithriadol (AHNE)
- Pennwyd pedair ardal lle gallem fynd o dan Afon Menai a dwy dechnoleg y gallem eu defnyddio – drilio uniongyrchol neu dwnnel
- Ym mis Gorffennaf, dywedom pa llwybr y byddem yn symud ymlaen ag ef ar gyfer gweddill y cysylltiad o'r Wylfa i fan i'r dwyrain o Langefni, a diystyrwyd yr opsiynau eraill
- Yn fras, dewiswyd llwybr oedd yn agos at y llinell bresennol er mwyn cadw'r offer yn agos at ei gilydd ac unrhyw effeithiau gweledol yn yr un ardal
- Er nad oedd modd osgoi pob adeilad, mewn sawl man roedd y llwybr a ddewiswyd ar yr ochr draw i'r llinell bresennol oddi wrth gymunedau fel Llanfechell, Rhos-y-bol a Thalwrn er mwyn helpu i leihau'r effeithiau
- Fe wnaethom ni ymestyn yr ardal chwilio yn ardal Rhos-goch a Rhos-y-bol lle gallem newid o'r naill ochr i'r llinell i'r llall er mwyn rhoi mwy o gyfle i ni leihau'r effeithiau ar eiddo unigol a'r pentrefi
- Lle'r oedd modd, ceiswyd cadw'r llwybr draw o ardaloedd pwysig o ran treftadaeth ddiwylliannol a bywyd gwyllt, fel Plas Newydd, Cors Eddreiniog ac eraill
- Fe wnaethom ni ymrwymo i gydweithio'n agos â phobl sydd ag eiddo ger y llwybr gan ddatblygu cynllun manwl ar gyfer y cysylltiad er mwyn lleihau'r effeithiau lle'r oedd modd
- Yn ogystal, cyhoeddwyd Adroddiad ar yr Ymateb a oedd yn rhoi crynodeb o'r holl ymateb a gawsom i'n hymgyngoriad diweddaraf ac yn dweud sut rydym yn talu sylw i hyn

3560

darn o ymateb

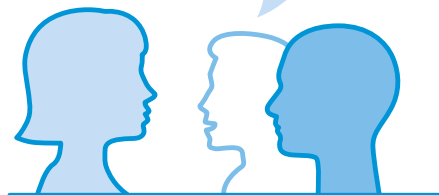
Ymatebion i'r ymgyrch: **2625**

Ffurflenni ymateb: **731**

Llythyrau a negeseuon ebost: **204**



o arolygon ecolegol ledled
Gwynedd a Môn mewn
blwyddyn



Ein cynlluniau ar gyfer hydref 2016 a sut rydym yn gwneud mwy i leihau'r effeithiau

Mae'r ymateb a gawsom ar bob cam o'r daith wedi dylanwadu ar ein cynlluniau

Mae ein cynlluniau manwl ar gyfer hydref 2016 yn parhau â hyn. Rydym wedi defnyddio ymateb gan gymunedau ac arbenigwyr technegol, ynghyd â'n hasesiadau ni, i wneud mwy i leihau effeithiau ein gwaith.

Beth yw'ch barn chi am ein cynlluniau?

Os credwch bod ffyrdd y gallwn newid y cynlluniau er mwyn lleihau'r effeithiau eto, dywedwch sut, ac yn bwysig, dywedwch pam. Mae'n dweud ar dudalen 62 sut i gyflwyno'ch ymateb.

Newydd ar gyfer hydref 2016 – yr hyn yr ydym yn ymghynghori arno

Am y tro cyntaf, rydym yn cyflwyno cynllun manwl ar gyfer yr ail gysylltiad. Bydd hyn yn rhoi dealltwriaeth well o lawer i chi o sut y gallai'r cysylltiad edrych a'i effeithiau posibl. Mae ein cynlluniau'n cynnwys:

- y llwybr manwl a lleoliad y peilonau
- y peilonau rhwyllwaith dur yr ydym yn bwriadu eu defnyddio
- ein gwaith yn twnelu o dan Afon Menai yn cynnwys adeiladau pen twnnel a chompowndiau pennau selio ar y naill ben a'r llall i'r twnnel
- estyniadau i'r is-orsafoedd presennol yn yr Wylfa a Phentir
- gwaith dros dro fel ierdydd adeiladu, manau ymuno â'r ffordd ac ardaloedd storio offer ar hyd y llwybr
- llwybrau i'w defnyddio i ddanfôn deunyddiau a chludo gwastraff i ffwrdd
- gwaith sgrinio a chamau lliniaru eraill
- unrhyw beth arall yr hoffech ei ddweud wrthym am ein gwaith hyd yma

Er mwyn datblygu'r cynlluniau, rydym wedi:

- edrych dros yr holl ymateb a gawsom ac wedi talu sylw iddo, os oedd modd, wrth ddatblygu'r cynllun
- cynnal rhagor o arolygon yn cynnwys rhai ar ecoleg a thirwedd
- cyfarfod â pherchnogion tir yn ardal ein cynlluniau er mwyn deall sut y caiff y tir ei ddefnyddio fel y gallwn gymryd hyn i ystyriaeth
- cynnal nifer o astudiaethau cymdeithasol-economaidd yn edrych ar weithgarwch economaidd, fel twristiaeth a busnesau eraill
- cynnal nifer o astudiaethau traffig a thrafnidiaeth er mwyn datblygu cynllun adeiladu sy'n cynnwys y ffyrdd y gallem eu defnyddio ar gyfer traffig adeiladu
- cynnal arolwg arall o'n gwaith hyd yma, er mwyn ystyried ein penderfyniadau a sicrhau mai'r hyn yr ydym ni'n ei gynnig yw'r ffordd fwyaf addas o hyd i gydbwysu'r holl ffactorau y mae'n rhaid i ni eu hystyried

Rydym wedi rhannu'r llwybr yn chwe adran i'w gwneud yn haws i chi gynnig eich ymateb.

Ar y tudalennau nesaf, cewch fwy o wybodaeth am y manau lle bwriadwn roi ein hoffer, sut y gallai edrych, a'r penderfyniadau a wnaethom i gyfyngu ar effeithiau ein cynlluniau.

Adran A tudalen 26

O'r Wylfa i Ros-goch

Adran B tudalen 28

O Ros-goch i Landyfrydog

Adran C tudalen 30

O Landyfrydog i'r B5110 i'r gogledd o Dalwrn

Adran D tudalen 32

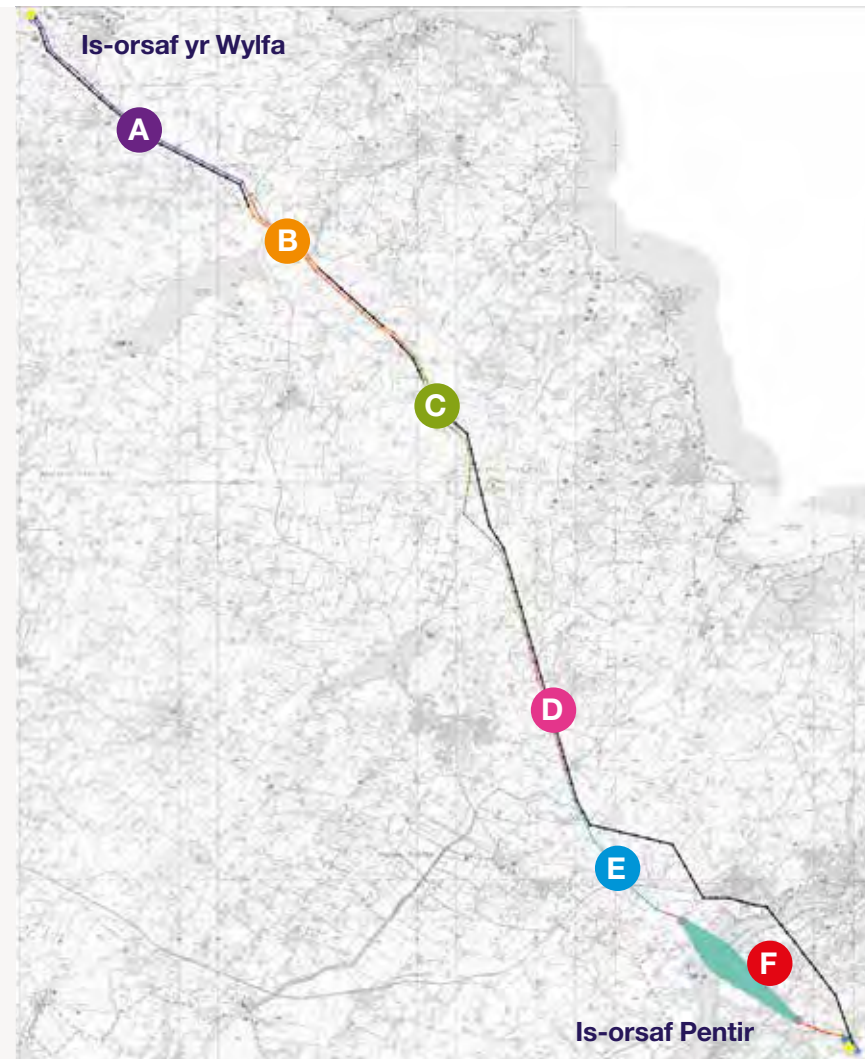
O'r B5110 (i'r gogledd o Dalwrn) i Geint

Adran E tudalen 34

O Geint i Afon Braint

Adran F tudalen 38

O Afon Braint i Bentir



Dyluniad y peilonau

Er mwyn dewis dyluniad peilonau, rydym yn edrych ar y math o dirwedd lle'r ydym yn adeiladu, yn cynnwys golygfeydd agos a phell. Rydym hefyd yn edrych ar gyfleoedd i ddefnyddio dyffrynnoedd, coetiroedd a dulliau sgrinio naturiol eraill i helpu i leihau'r effeithiau gweledol.

Yn ogystal, rydym yn ystyried sŵn, gweithgareddau economaidd, treftadaeth, ecoleg, trafnidiaeth, adnoddau dŵr, peirianneg ar gost – ynghyd â'r ymateb a gawn gan berchnogion tir, cymunedau lleol ac arbenigwyr technegol, fel cyrff amgylcheddol a threftadaeth.

Ar gyfer y prosiect hwn, rydym wedi ystyried dyluniad y peilonau sydd yn y llinell bresennol hefyd gan y bydd y peilonau newydd a'r rhai presennol yn cael eu gweld gyda'i gilydd.

Mae gwahanol fathau o beilonau ar gael, fel y peilon T a gwahanol fathau o beilonau rhwyllwaith dur ac rydym wedi hystyried pob un ohonynt.

Y dyluniad a ddewiswyd gennym ar gyfer Môn a Gwynedd

Rydym wedi dewis peilon rhwyllwaith sy'n debyg i'r rhai yn y llinell bresennol. Credwn mai dyma'r ffordd orau o leihau'r effeithiau gweledol gan na fydd yn cyflwyno siapiau gwrthgyferbyniol i'r dirwedd.

Er eu bod yn debyg o ran uchder a siâp i'r peilonau presennol, mae'r peilonau newydd yn edrych yn ysgafnach ac yn deneuach. Y rhain yw'r rhai ysgafnaf y gallwn eu defnyddio a fyddai'n gallu cario'r nifer angenrheidiol o wifrau o'r maint y mae arnom ei angen.



Talwrn

Beth yw'ch barn chi am y dyluniad a ddewiswyd?

Credwn mai'r peilonau rhwyllwaith a ddewiswyd gennym yw'r rhai mwyaf addas ar sail eich ymateb chi a'n hasesiadau ni.

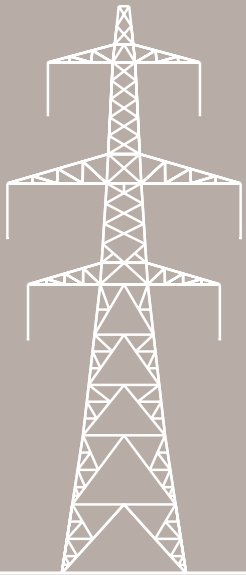
Yn y rhan fwyaf o'r llwybr, mae'r llinell newydd a'r llinell bresennol yn cydreddeg yn agos at ei gilydd. Mewn rhai ardaloedd, er enghraifft wrth nesáu at Afon Menai, mae'r llinell newydd yn dilyn llwybr gwahanol. Yn yr ardaloedd hyn, rydym yn dal o'r farn mai peilonau rhwyllwaith uchder llawn fydd fwyaf addas, ond gallai math gwahanol fod yn bosibl lle mae llai o fanteision o gael rhai yr un fath â'r llinell bresennol.

Os oes gennych sylwadau am ddyluniad y peilonau mewn unrhyw ran o'r llwybr, yn cynnwys ystyried math gwahanol, hoffem eu clywed.

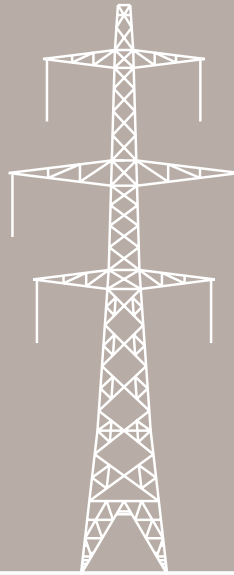
Os credwch fod newidiadau y gallem eu gwneud, rhowch wybod i ni. Mae'n bwysig hefyd eich bod yn dweud pam.

Mae'n dweud sut y gallwch gyflwyno'ch ymateb ar dudalen 62.

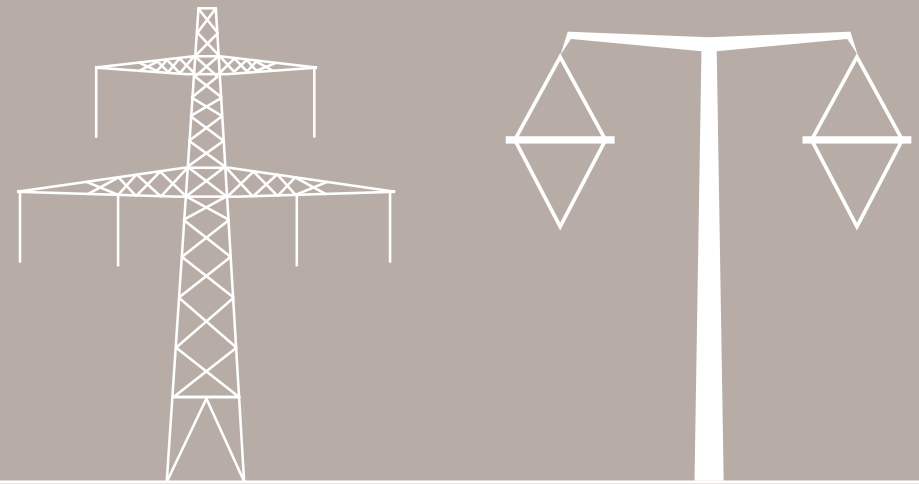
Dyluniad y peilonau presennol

**Peilon rhwyllwaith arferol****Uchder:** rhwng 46m a 50m fel rheol**Croesfraich:** tua 21m yn y man lletaf**Gwaelod:** tua 9m x 9m

Dyluniad y peilonau a ddewiswyd

**Peilon rhwyllwaith arfaethedig****Uchder:** tua 47m fel rheol**Croesfraich:** tuag 18m yn y man lletaf**Gwaelod:** tua 7m x 7m

Dyluniad peilonau eraill

**Peilon rhwyllwaith isel****Uchder:** rhwng 38m a 41m fel rheol**Croesfraich:** tua 30m yn y man lletaf**Gwaelod:** tua 7m x 7m**Peilon T****Uchder:** rhwng 35m a 38m fel rheol**Croesfraich:** tua 31m yn y man lletaf yn cynnwys ynysyddion (22.5m croesfraich yn unig)**Gwaelod:** tua 2m o ddiometr

Cadw'r llinell newydd a'r un bresennol yn agos at ei gilydd

Credwn mai cadw'n hoffer yn agos at ei gilydd fydd y ffordd orau o sicrhau bod y cysylltiad newydd yn cael cyn lleied o effaith ag y bo modd.

Mae angen ail gysylltiad gan na all y llinell uwch ben bresennol ar draws Ynys Môn gario cymaint o drydan ag y bydd Wylfa Newydd yn ei gynhyrchu mewn ffordd ddiogel.



Wrth gynllunio llinell uwch ben newydd, mae Rheolau Holford, polisi a chanllawiau cynllunio yn dweud y dylem ddilyn y llwybr mwyaf uniongyrchol, heb newid cyfeiriad yn sydyn, os nad oes rheswm da dros beidio. Mae hyn yn helpu i leihau nifer y peilonau ac effaith weledol gyffredinol y llinell.

Mae'r llinell bresennol ym Môn a Gwynedd yn cydymffurfio â'r canllawiau hyn ac rydym ni o'r farn y bydd dilyn llwybr tebyg yn ein helpu i leihau'r effaith weledol ar y dirwedd a'r golygfeydd. Trwy gadw ein hoffer newydd a'n hoffer presennol yn agos at ei gilydd, mae'n helpu i'w gwneud yn llai tebygol y bydd peilonau mewn golygfeydd lle nad oes rhai eisoes.

Er ein bod yn bwriadu cadw'r llinell newydd a'r llinell bresennol yn agos at ei gilydd, does dim rhaid i'r un newydd gadw ar yr un ochr i'r llinell bresennol trwy'r llwybr cyfan. Mewn sawl man, mae'r llinell newydd yn newid ochrau gan symud i'r gorllewin neu i'r dwyrain o'r un bresennol. Felly, gallwn gadw ar yr ochr bellaf i'r llinell bresennol wrth ddod yn agos at bentrefi fel Llanfechell a Thalwrn.

Rydym yn cydnabod y gallai cadw'n hoffer yn agos at ei gilydd olygu y bydd yn cael mwy o effaith weledol ar bobl sy'n byw gerllaw neu'n cael mwy o effaith ar ardaloedd sy'n bwysig o ran bywyd gwyllt a threftadaeth.

Rydym wedi gweithio'n galed i ystyried ffactorau fel hyn wrth bennu lleoliadau peilonau unigol. Yn aml, mae hyn wedi cynnwys rhoi ystyriaeth benodol i'r golygfeydd o'r eiddo agosaf at y llinell newydd er mwyn helpu i ganfod safleoedd peilonau a gaiff lai o effaith.

Mae'r ffotograffau hyn yn dangos enghreifftiau eraill o linellau cyfochrog yn y Deyrnas Unedig, yn cynnwys rhai yn Sir Benfro a Swydd Lincoln.

'Paru' peilonau

Gan amlaf, rydym yn cadw'r peilonau presennol a'r rhai newydd mewn parau, fwy neu lai. Mae hyn yn cadw'r golygfeydd yn fwy agored rhwng y peilonau ac mae'n golygu bod y gwifrau'n rhedeg yn yr un llinell gan helpu i leihau'r effeithiau gwledol.



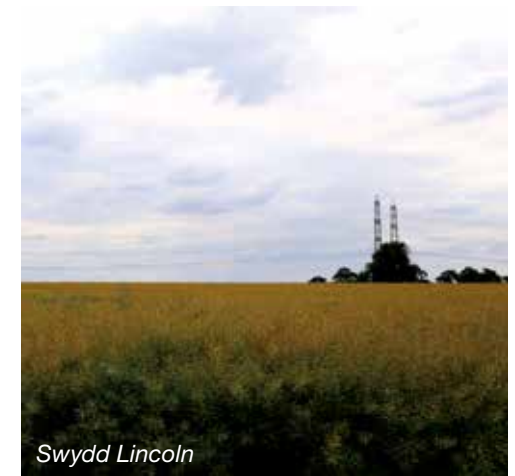
Sir Benfro



Swydd Lincoln



Swydd Lincoln



Swydd Lincoln

Estyniad yn is-orsaf yr Wylfa

Y cynllun

Mae angen ymestyn yr is-orsaf i wneud lle ar gyfer yr offer a fydd yn cysylltu'r llinell newydd iddi.

Mae maint a safle'r estyniad yn golygu y gallwn roi'r llinell newydd ar yr ochr ddwyreiniol wrth adael yr is-orsaf, gan gadw ymhellach o Dregele a Llanfechell.

Lleihau'r effeithiau

Wrth gynllunio'r estyniad, rydym wedi ystyried golygfeydd o gyfeiriad cymunedau gerllaw, yn cynnwys Tregele a Chemaes.

Trwy wneud gwell defnydd o'r lle a defnyddio offer mwy newydd, llai o faint, rydym wedi cadw'r estyniad mor fach ag y bo modd. Bydd yr estyniad gryn dipyn yn is na'r adeiladau a'r twmpath presennol. Bydd y coed o gwmpas yr is-orsaf yn helpu i'w sgrinio hefyd. Bydd y gwaith tirlunio a drefnir gan Pŵer Niwclear Horizon yn helpu i sicrhau na fydd yr is-orsaf i'w gweld o'r cymunedau gerllaw.



Is-orsaf yr Wylfa



Tregele



Is-orsaf yr Wylfa



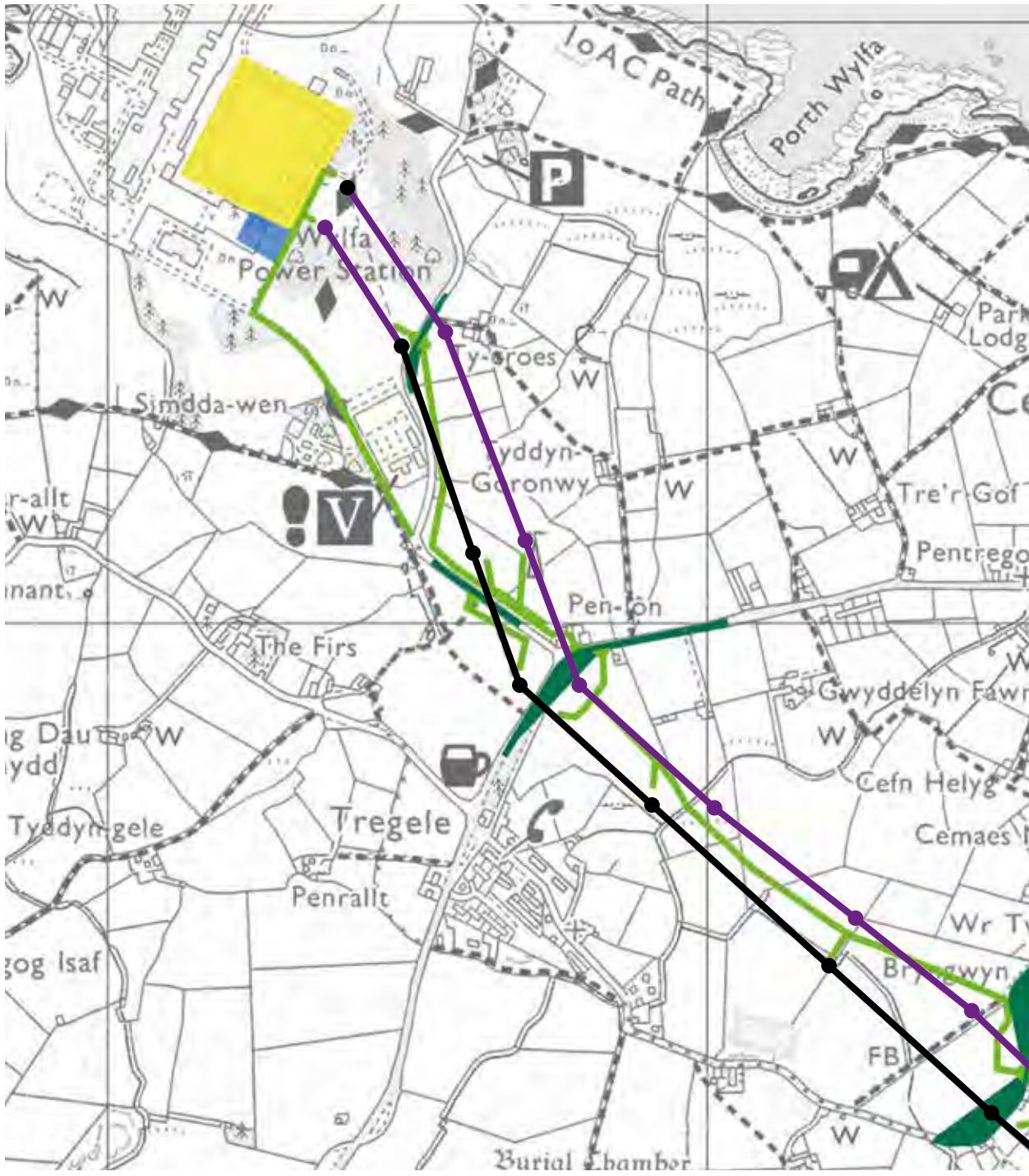
Dweud eich dweud am sut y gallwn leihau'r effeithiau

Credwn mai ein cynllun ni ar gyfer ymestyn yr is-orsaf yw'r ffordd orau o leihau effeithiau ar yr ardal, a bodloni gofynion technegol ar yr un pryd.

Os credwch fod ffyrdd y gallwn wneud mwy i leihau'r effeithiau, hoffem glywed eich sylwadau.

Rhowch wybod i ni os credwch fod newidiadau y dylem eu gwneud. Mae'n bwysig hefyd eich bod yn dweud pam.

Mae'n dweud sut y gallwch gyflwyno'ch ymateb ar dudalen 62.



Allwedd

| | |
|---|-----------------------------|
| Adrannau arfaethedig y llinell uwch ben | Peilonau newydd arfaethedig |
| Adran A | |
| Llinell uwch ben bresennol y bwriedir ei chadw | Peilonau presennol |
| Ffordd fynediad | |
| Mynediad ar gyfer gwaith adeiladu o ffyrdd cyhoeddus | |
| Is-orsaf bresennol | |
| Estyniad arfaethedig yn yr is-orsaf | |

0 0.1 0.2 0.3 0.4 0.5

Pellter mewn cilometrau

Atgynhyrchwyd gwybodaeth mapio cefndir o'r map Arolwg Ordnans trwy ganiatâd yr Arolwg Ordnans ar ran Rheolwr Llyfrfa Ei Mawrhydi. © Hawlfraint y Goron, Arolwg Ordnans. National Grid Electricity - 100024241.

Adran A

O'r Wylfa i Ros-goch

Y cynlluniau

Yn yr ardal hon, bwriadwn godi llinell uwch ben newydd i'r dwyrain o'r llinell uwch ben bresennol. Er mwyn cysylltu'r is-orsaf, byddwn yn ad-drefnu'r gwifrau presennol. Mae dyluniad y peilon ar gyfer y llinell uwch ben newydd yn debyg i beilonau rhwyllwaith y llinell bresennol.

Lleihau'r effeithiau

Yn yr ardal hon, roeddech am i ni ystyried yr effeithiau ar Lanfechell, Cemaes a'r dirwedd o'u cwmpas. Dywedoch hefyd y dylem roi ystyriaeth ofalus i gartrefi, 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.

- Rydym yn cynnig y dylid defnyddio peilon rhwyllwaith tebyg i'r peilonau presennol fel na fyddwn yn cyflwyno siâp gwrthgyferbyniol i'r dirwedd. Gan amlaf, mae'r peilonau newydd mewn parau gyda'r peilonau presennol. Mae hyn yn cadw'r golygfeydd yn fwy agored rhwng y peilonau ac mae'n golygu bod y gwifrau'n rhedeg yn yr un llinell gan helpu i leihau'r effaith weledol.
- Rydym yn defnyddio'r peilonau presennol ac yn ad-drefnu'r gwifrau i gysylltu â'r is-orsaf. Mae hynny'n golygu nad oes angen cael gwared â chynifer o goed yn y coetir o gwmpas y safle
- Byddwn yn cadw ar yr ochr bellaf i'r llinell bresennol wrth basio Tregale a Lanfechell ac yn cadw'n agos at y llinell bresennol ac yn ddigon pell o Gemaes. Credwn fod hyn yn helpu i leihau'r effeithiau ar y cymunedau hynny

- Cadw'n agos at y llinell bresennol yw'r ffordd orau o leihau'r effeithiau ar eiddo unigol hefyd. Os oes modd, rydym wedi ceisio peidio ag amgylchynu eiddo rhwng y ddwy llinell ac rydym wedi sicrhau na fydd gwifrau'n croesi uwch ben cartrefi
- Rydym wedi ystyried y golygfeydd o gyfeiriad Bythynnod a Maes Garafanau Coed a chredwn y bydd cadw'r peilonau mewn parau'n lleihau'r effeithiau ar y safle
- Wrth i'r llwybr barhau tua'r de-ddwyrain o Lanfechell, mae'n dilyn y llinell bresennol ar y tir is er mwyn lleihau'r effeithiau ar y golygfeydd ehangach hyd y bo modd
- Yn yr ardal hon, byddwn hefyd yn lleoli'r peilonau mewn ffordd sy'n lleihau'r effeithiau ar weithrediad y gwaith trin dŵr ger Lanfechell a'r piblinellau dŵr rhwng Llyn Alaw a'r atomfa
- Byddwn hefyd yn ceisio peidio â rhoi'r llwybr ar y tir uwch yn Ardal Tirwedd Arbennig Mynydd Mechell
- Bwriadwn dynnu'r mast meteorolegol ar gyfer hen atomfa'r Wylfa i lawr

Dweud eich dweud ar sut y gallwn leihau'r effeithiau

Credwn mai'r llwybr hwn, safleoedd y peilonau a dyluniad y peilonau yw'r ffordd orau o leihau'r effeithiau ar yr ardal gyfagos ac, ar yr un pryd, fodloni'r gofynion technegol.

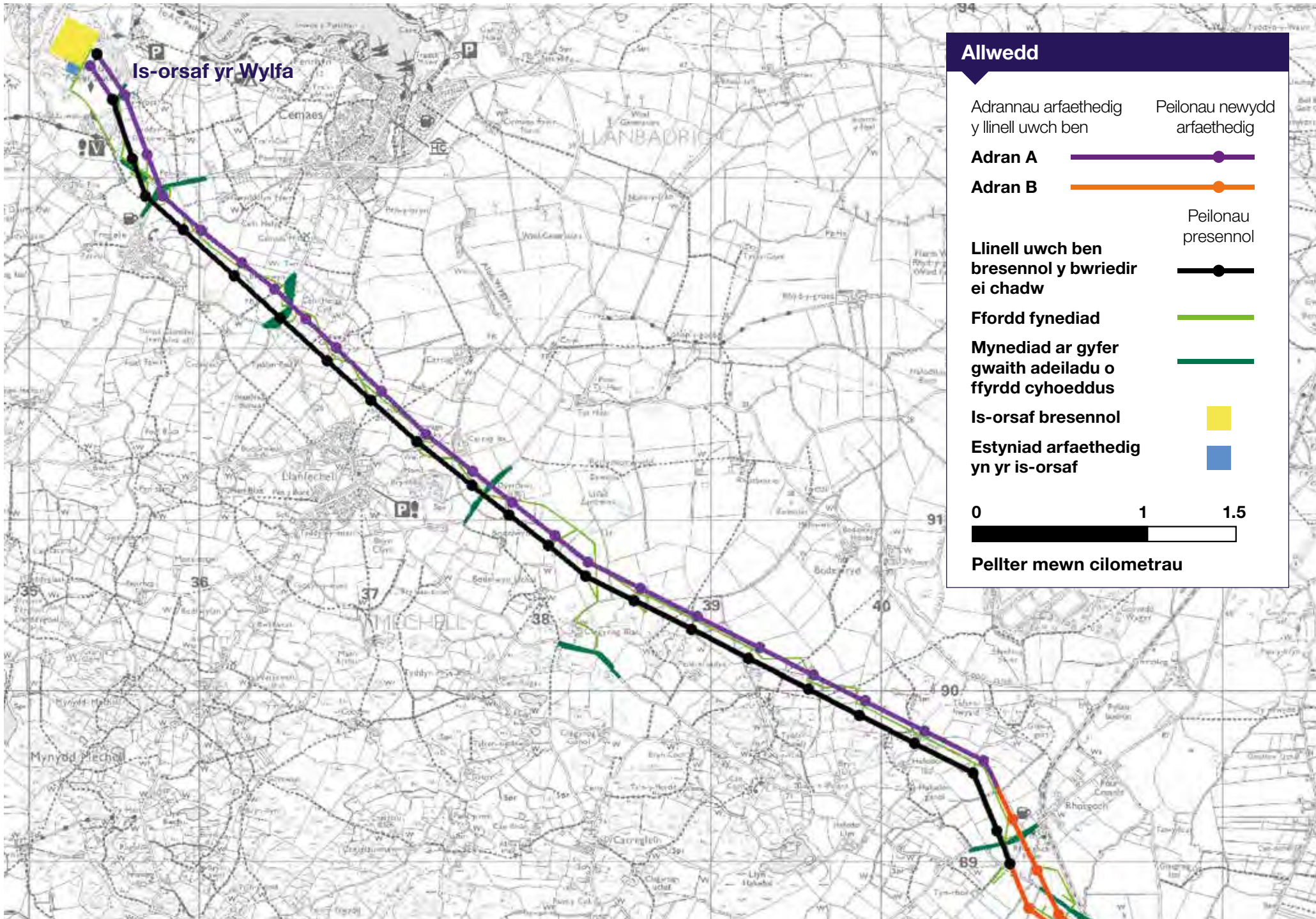
Os credwch fod ffyrdd y gallwn wneud mwy i leihau effeithiau'r llinell, hoffem glywed eich sylwadau.

Rhowch wybod i ni os credwch fod newidiadau y dylem eu gwneud. Mae'n bwysig hefyd eich bod yn dweud pam.

Mae'n dweud sut y gallwch gyflwyno'ch ymateb ar dudalen 62.



Cewch weld llun gwneud o sut y gallai'r ail gysylltiad edrych yn Adran A ar dudalen 44.



Is-orsaf yr Wylfa

Allwedd

- Adrannau arfaethedig y llinell uwch ben
 - Adran A —●—
 - Adran B —●—
- Peilonau newydd arfaethedig ●
- Peilonau presennol ●
- Llinell uwch ben bresennol y bwriedir ei chadw —●—
- Ffordd fynediad —
- Mynediad ar gyfer gwaith adeiladu o ffyrdd cyhoeddus —
- Is-orsaf bresennol ■
- Estyniad arfaethedig yn yr is-orsaf ■



Pellter mewn cilometrau

Adran B

O Ros-goch i Landyfrydog

Y cynlluniau

Yn yr adran hon, rydym yn bwriadu rhoi llinell uwch ben newydd a symud rhannau o'r llinell bresennol. Mae'r ddwy linell yn cydreddeg yn agos at ei gilydd ac mae'r rhan fwyaf o'r peilonau mewn parau i gadw'r effeithiau'n agos at ei gilydd.

Bwriadwn ddefnyddio peilonau rhwyllwaith tebyg i'r rhai sydd yn y llinell bresennol.

Lleihau'r effeithiau

Yn eich ymateb, fe ddywedoch chi fod y trigolion ac ymwelwyr yn gwerthfawrogi tirwedd agored a golygfeydd pell yr ardal hon. Hefyd, roeddech am i ni osgoi pobl ac eiddo trwy gadw'n ddigon pell o Ros-y-bol, Rhos-goch, Landyfrydog, a'r maes carafanau. Dywedodd rhai pobl y dylem roi'r llinell mewn tir amaethyddol yn ddigon pell o bentrefi a dywedodd eraill wrthym am gadw draw o dir 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.

- Buom yn edrych ar wahanol lwybrau yma i ganfod ffordd o gadw'r ddwy linell yn agos at ei gilydd ac, ar yr un pryd, gael cyn lleied o effaith ag oedd modd ar y pentrefi cyfagos. Oherwydd lleoliad y llinell bresennol, nid oeddem yn gallu rhoi ein llwybr i redeg yn gyfochrog yma heb newid cyfeiriad y llwybr yn sydyn ac amgylchynu adeiladau

- Er mwyn sicrhau bod cyn lleied ag y bo modd o eiddo yn y canol rhwng dau beilon, ac osgoi newidiadau mawr mewn cyfeiriad, bwriadwn newid llwybr rhannau o'r llinell bresennol. Mae hyn yn golygu y gallwn gadw'r llinell newydd a'r un bresennol i gydreddeg yn agos at ei gilydd a rhoi'r peilonau mewn parau
- Rydym yn cadw'r llinell newydd i'r gorllewin o Ros-y-bol cyn symud i'r dwyrain o'r llinell bresennol wrth basio Landyfrydog. Credwn y bydd cadw'r ochr draw i'r llinell bresennol ger y cymunedau hyn yn helpu i leihau'r effeithiau
- Rydym wedi edrych yn ofalus ar y golygfeydd o gyfeiriad canol Rhos-goch a Rhos-y-bol wrth bennu lleoliadau'r peilonau ac nid ydym yn credu yr effeithir yn fawr ar y golygfeydd hyn
- Mae'r manau lle bwriadwn osod peilonau'n golygu ein bod, ar y cyfan, yn osgoi rhoi peilonau mewn golygfeydd lle nad oes peilonau eisoes

Dweud eich dweud am sut y gallwn leihau'r effeithiau

Credwn mai'r llwybr hwn, safleoedd y peilonau a dyluniad y peilonau yw'r ffordd orau o leihau'r effeithiau ar yr ardal gyfagos ac, ar yr un pryd, fodloni'r gofynion technegol.

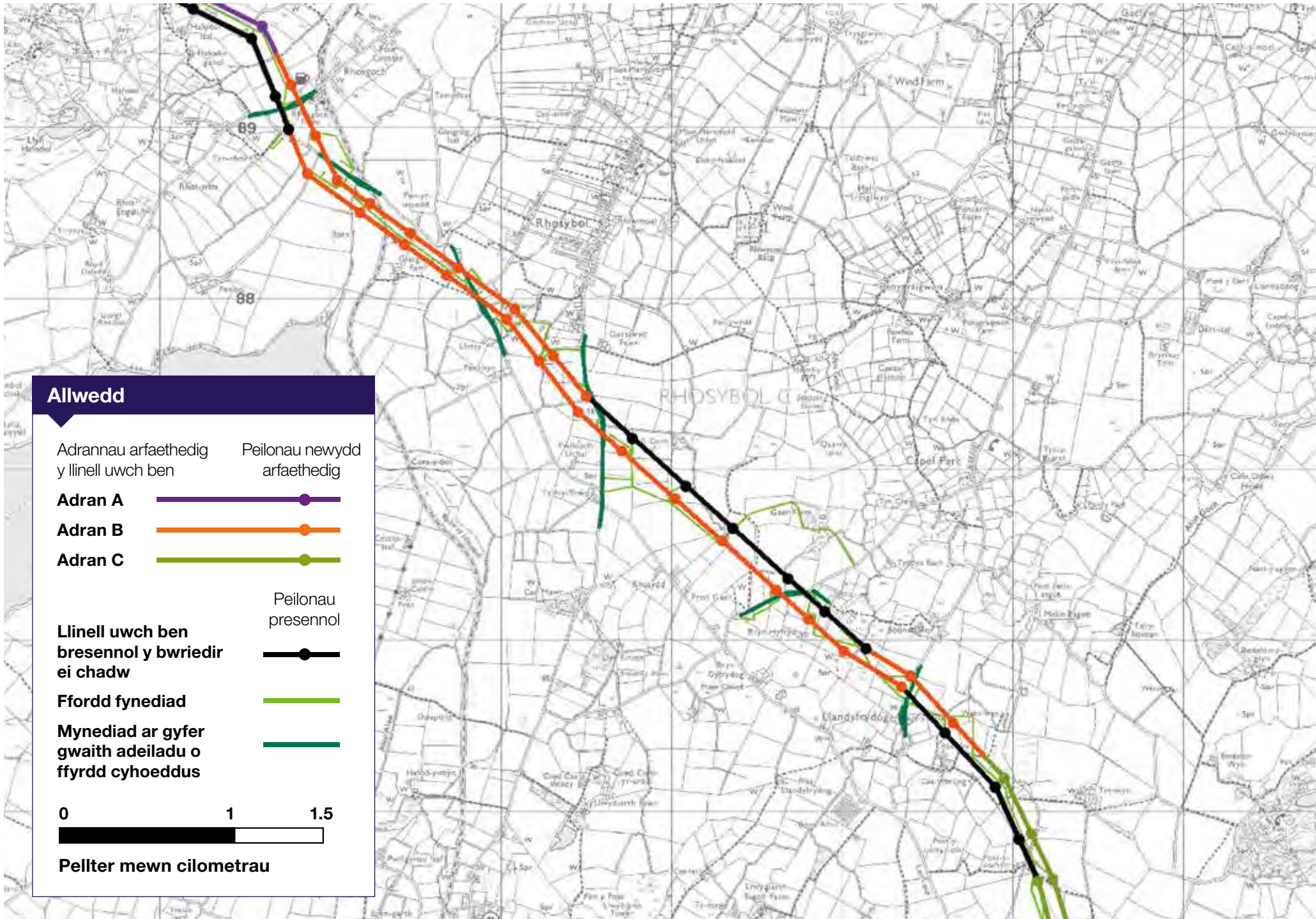
Os credwch fod ffyrdd y gallwn wneud mwy i leihau effeithiau'r llinell, hoffem glywed eich sylwadau.

Rhowch wybod i ni os credwch fod newidiadau y dylem eu gwneud. Mae'n bwysig hefyd eich bod yn dweud pam.









Mae'n dweud sut y gallwch gyflwyno'ch ymateb ar dudalen 62.



Cewch weld llun gwneud o sut y gallai'r ail gysylltiad edrych yn Adran B ar dudalen 45.



Allwedd

| | |
|--|---|
| Adranau arfaethedig y llinell uwch ben | Pilonau newydd arfaethedig |
| Adran A  |  |
| Adran B  |  |
| Adran C  |  |
| Llinell uwch ben bresennol y bwriedir ei chadw | Pilonau presennol |
|  |  |
| Ffordd fynediad |  |
| Mynediad ar gyfer gwaith adeiladu o ffyrdd cyhoeddus |  |
| 0  1 1.5 | |
| Pellter mewn cilometrau | |

Adran C

O Landyfrydog i'r B5110 i'r gogledd o Dalwrn

Y cynlluniau

Yn yr ardal hon, cynigiwn y dylid cael llinell uwch ben sydd, gan fwyaf, yn gyfochrog â'r llinell bresennol ond sy'n symud ychydig i'r gorllewin yn ardal Capel Coch. Ar y cyfan, gosodir y peilonau mewn parau a bwriadwn ddefnyddio peilonau rhwyllwaith tebyg i'r rhai yn y llinell bresennol.

Lleihau'r effeithiau

Yn yr ardal hon, dywedoch y dylem feddwl yn ofalus am olygfeydd o gyfeiriad eiddo unigol ac o gyfeiriad Capel Coch a Maenaddwyn. Roeddech yn awyddus i ni ystyried Cors Erddreiniog a ffeniau eraill hefyd. Dywedoch fod busnesau twristiaeth, yn cynnwys gwystai bach a thai gwely a brecwast, yn bwysig ac y dylid eu hystyried hefyd.

- Yng ngogledd yr adran hon, mae ychydig mwy o le rhwng y llinellau cyfochrog nag yn yr adrannau eraill er mwyn osgoi eiddo unigol a lleihau'r effeithiau gweledol
- Mae'r llwybr arfaethedig ar yr ochr bellaf i'r llinell bresennol o Faenaddwyn a Hebron a chredwn y bydd hynny'n helpu i leihau'r effeithiau ar yr ardaloedd hynny
- Lle mae'r llinell newydd yn agos at y llinell bresennol, rydym wed cadw'r peilonau mewn parau gan amlaf. Mae hyn yn cadw'r golygfeydd yn fwy agored rhwng y peilonau ac mae'n golygu bod y gwifrau'n rhedeg yn yr un llinell gan helpu i leihau'r effaith weledol

- Yna, mae'r llwybr yn symud ymhellach i'r gorllewin oddi wrth y llinell bresennol er mwyn cadw draw o Warchodfa Natur Genedlaethol Cors Erddreiniog. Mae hyn yn ein helpu i sicrhau nad yw'r gwaith adeiladu'n effeithio ar y cynefin pwysig hwn sydd wedi'i warchod ac yn un sy'n prinhau
- Lle mae'r llwybr yn symud yn bellach o'r warchodfa natur, rhoddir y peilonau ar dir is yn bellach o'r pentref
- Gosodir y peilonau mewn manau sy'n osgoi'r angen i gael gwared â darnau o goetir

Dweud eich dweud am sut y gallwn leihau'r effeithiau

Credwn mai'r llwybr hwn, safleoedd y peilonau a dyluniad y peilonau yw'r ffordd orau o leihau'r effeithiau ar yr ardal gyfagos ac, ar yr un pryd, fodloni'r gofynion technegol.

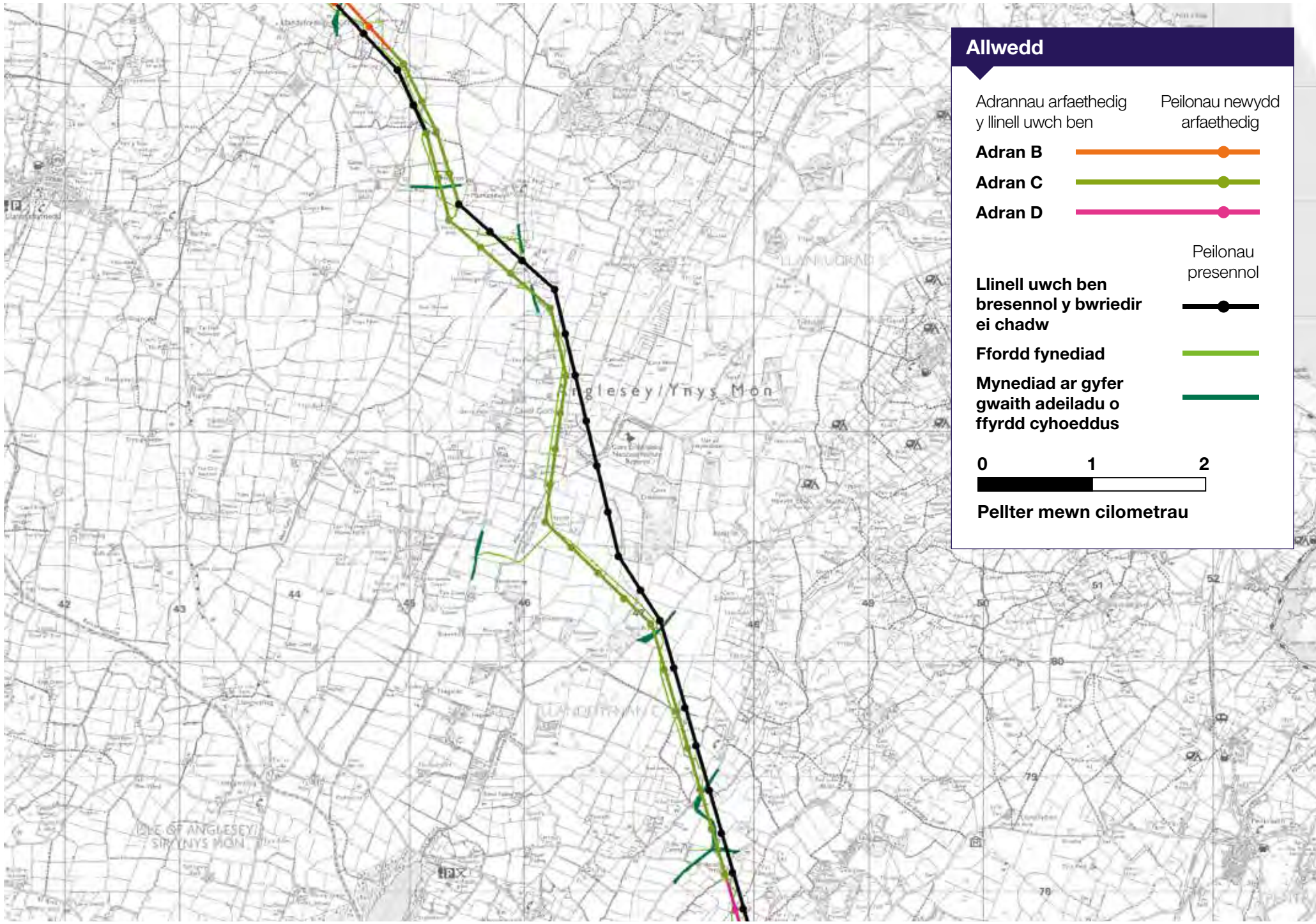
Os credwch fod ffyrdd y gallwn wneud mwy i leihau effeithiau'r llinell, hoffem glywed eich sylwadau.

Rhowch wybod i ni os credwch fod newidiadau y dylem eu gwneud. Mae'n bwysig hefyd eich bod yn dweud pam.

Mae'n dweud sut y gallwch gyflwyno'ch ymateb ar dudalen 62.



Cewch weld llun gwneud o sut y gallai'r ail gysylltiad edrych yn Adran C ar dudalen 46.



Allwedd

| | |
|---|-----------------------------|
| Adrannau arfaethedig y llinell uwch ben | Peilonau newydd arfaethedig |
| Adran B | |
| Adran C | |
| Adran D | |
| | Peilonau presennol |
| Llinell uwch ben bresennol y bwriedir ei chadw | |
| Ffordd fynediad | |
| Mynediad ar gyfer gwaith adeiladu o ffyrdd cyhoeddus | |
| 0 1 2 | |
| Pellter mewn cilometrau | |

Adran D

O'r B5110 (i'r gogledd o Dalwrn) i Geint

Y cynlluniau

Yn yr ardal hon, bwriadwn gael llinell uwch ben sy'n cyddeg yn agos â'r llinell bresennol. Ar y cyfan, rydym wedi cadw'r peilonau mewn parau a bwriadwn ddefnyddio peilonau rhwyllwaith tebyg i'r rhai presennol.

Bwriadwn osod ein prif iard adeiladu ar gyfer y cysylltiad newydd i'r dwyrain o Langefni. Safle dros dro byddai hwn, tra pery'r gwaith.

Mae'r safle ger y cysylltiad presennol a'r cysylltiad arfaethedig a bydd yn hawdd cyrraedd iddo o'r A55 pan fydd Ffordd Gyswllt Llangefni wedi'i chwblhau. Byddai deunyddiau adeiladu'n cael eu danfon i'r safle a'u cludo ymlaen wedyn a dyma lle byddai'r prif swyddfeydd.

Lleihau'r effeithiau

Roeddech yn awyddus i ni feddwl yn ofalus am yr effeithiau ar eiddo unigol a'r golygfeydd o gyfeiriad Talwrn. Dywedoch hefyd y dylem ystyried 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.

- Wrth osod y peilonau mewn parau, mae'n cadw'r golygfeydd yn fwy agored rhwng y peilonau ac mae'n golygu bod y gwifrau'n rhedeg yn yr un llinell gan helpu i leihau'r effaith weledol
- Rydym wedi edrych yn ofalus ar leoliad peilonau unigol i'r gorllewin o Dalwrn fel na fydd gwifrau'n croesi uwch ben eiddo
- Rydym wedi edrych ar y golygfeydd o gyfeiriad Talwrn ac eiddo yn yr ardal, a chredwn y bydd cadw ar yr ochr draw i'r llinell bresennol yn helpu i leihau'r effeithiau ar y gymuned
- Rydym wedi edrych yn ofalus ar uchder coed ar Safle Bywyd Gwyllt Coed Gylched ac wedi gosod y peilonau mewn ffordd sy'n golygu y gallai fod angen cael gwared â llai o goed. Bwriadwn blannu coetir newydd yn lle unrhyw goed a gaiff eu clirio

Dweud eich dweud am sut y gallwn leihau'r effeithiau

Credwn mai'r llwybr hwn, safleoedd y peilonau a dyluniad y peilonau yw'r ffordd orau o leihau'r effeithiau ar yr ardal gyfagos ac, ar yr un pryd, fodloni'r gofynion technegol.

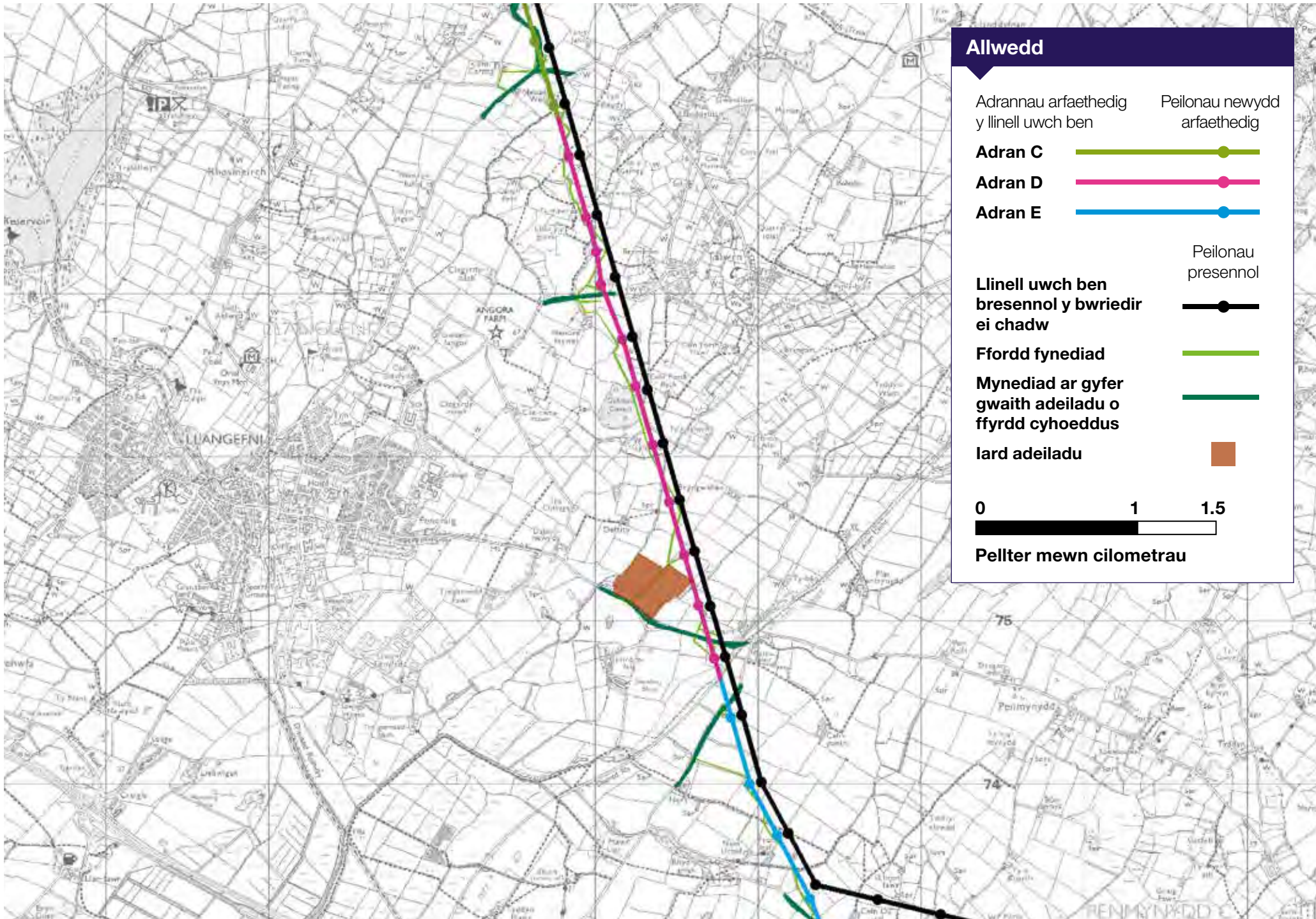
Os credwch fod ffyrdd y gallwn wneud mwy i leihau effeithiau'r llinell, hoffem glywed eich sylwadau.

Rhowch wybod i ni os credwch fod newidiadau y dylem eu gwneud. Mae'n bwysig hefyd eich bod yn dweud pam.

Mae'n dweud sut y gallwch gyflwyno'ch ymateb ar dudalen 62.



Cewch weld llun gwneud o sut y gallai'r ail gysylltiad edrych yn Adran D ar dudalen 47.



Allwedd

Adrannau arfaethedig y llinell uwch ben
Peilonau newydd arfaethedig

Adran C 

Adran D 

Adran E 

Llinell uwch ben bresennol y bwriedir ei chadw 

Ffordd fynediad 

Mynediad ar gyfer gwaith adeiladu o ffyrdd cyhoeddus 

lard adeiladu 

0 1 1.5


Pellter mewn cilometrau

Adran E

O Geint i Afon Braint

Y cynlluniau

Yn yr ardal hon, bwriadwn ddefnyddio llinell uwch ben sy'n cychwyn trwy gydredeg yn agos â'r llinell bresennol, cyn dilyn llwybr gwahanol i ardal Afon Menai lle bydd y llinell yn mynd o dan y ddaear.

Lle mae'r llwybr yn cydredeg â'r llinell bresennol, gosodir y peilonau mewn parau gan gadw'r golygfeydd yn fwy agored rhwng y peilonau a helpu i leihau'r effaith weledol.

Lle mae'r llinell newydd yn symud oddi wrth y llinell bresennol, rydym wedi chwilio am y llwybr mwyaf addas i gyrraedd man cychwyn y darn tanddaear, ac wedi ceisio cael cyn lleied o effaith ag y gallwn ar eiddo cyfagos.

Bwriadwn ddefnyddio peilonau rhwyllwaith tebyg i'r rhai sydd yn y llinell bresennol ar gyfer yr adran hon i gyd. Fodd bynnag, lle mae'r llwybr yn symud oddi wrth y peilonau presennol, efallai y gellid defnyddio peilonau gwahanol, isel.

Lleihau'r effeithiau

Yn yr ardal hon, roeddech yn bryderus am effeithiau llinell uwch ben ar gymunedau yn cynnwys Star a Llanfair Pwll ac eiddo unigol. Yn ogystal, roeddech yn awyddus i ni ystyried llwybrau a ddefnyddir gan dwristiaid fel yr A5 a'r A55. Soniwyd hefyd bod Plas Newydd a safle cynhanesyddol Bryn Celli Ddu yn lleoedd pwysig yr oeddech yn awyddus i ni eu hystyried.

- Yng ngogledd yr adran hon, rydym yn cadw'r ddwy linell i gydredeg yn agos at ei gilydd gan osod y peilonau mewn parau. Mae hyn yn cadw'r golygfeydd yn fwy agored rhwng y peilonau ac mae'n golygu bod y gwifrau'n rhedeg yn yr un llinell gan helpu i leihau'r effaith weledol.
- Mae'r llwybr yn croesi'r A5 a'r A55 ar ongl sydd bron yn sgwâr a thros gilfan sydd yno eisoes a bydd hynny'n helpu i greu llai o anhwylostod yn ystod y gwaith adeiladu. Yna, mae'r llinell yn symud yn bellach o'r ffyrdd gan helpu i leihau'r effeithiau ar y golygfeydd ohonynt
- Rydym wedi ystyried golygfeydd o gyfeiriad Star ac eiddo unigol. Mae'r llwybr wedi'i symud yn bellach o Star wrth iddo nesáu at safle'r compownd pennau selio (lle mae'r cysylltiad yn mynd o dan y ddaear) ac mae'r A5 a'r A55 yn rhedeg rhyngddo a'r pentref. Felly, credwn y bydd hyn yn helpu i leihau'r effeithiau ar y golygfeydd o gyfeiriad Star
- Er mwyn canfod y safleoedd mwyaf addas ar gyfer peilonau rydym hefyd wedi ystyried eiddo unigol ac wedi ceisio effeithio ar cyn lleied o eiddo ag y gallwn

Dweud eich dweud am sut y gallwn leihau'r effeithiau

Credwn mai'r llwybr hwn, safleoedd y peilonau a dyluniad y peilonau yw'r ffordd orau o leihau'r effeithiau ar yr ardal gyfagos ac, ar yr un pryd, fodloni'r gofynion technegol.

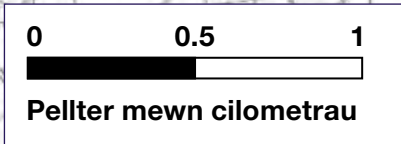
Os credwch fod ffyrdd y gallwn wneud mwy i leihau effeithiau'r llinell, hoffem glywed eich sylwadau.

Rhowch wybod i ni os credwch fod newidiadau y dylem eu gwneud. Mae'n bwysig hefyd eich bod yn dweud pam.

Mae'n dweud sut y gallwch gyflwyno'ch ymateb ar dudalen 62.

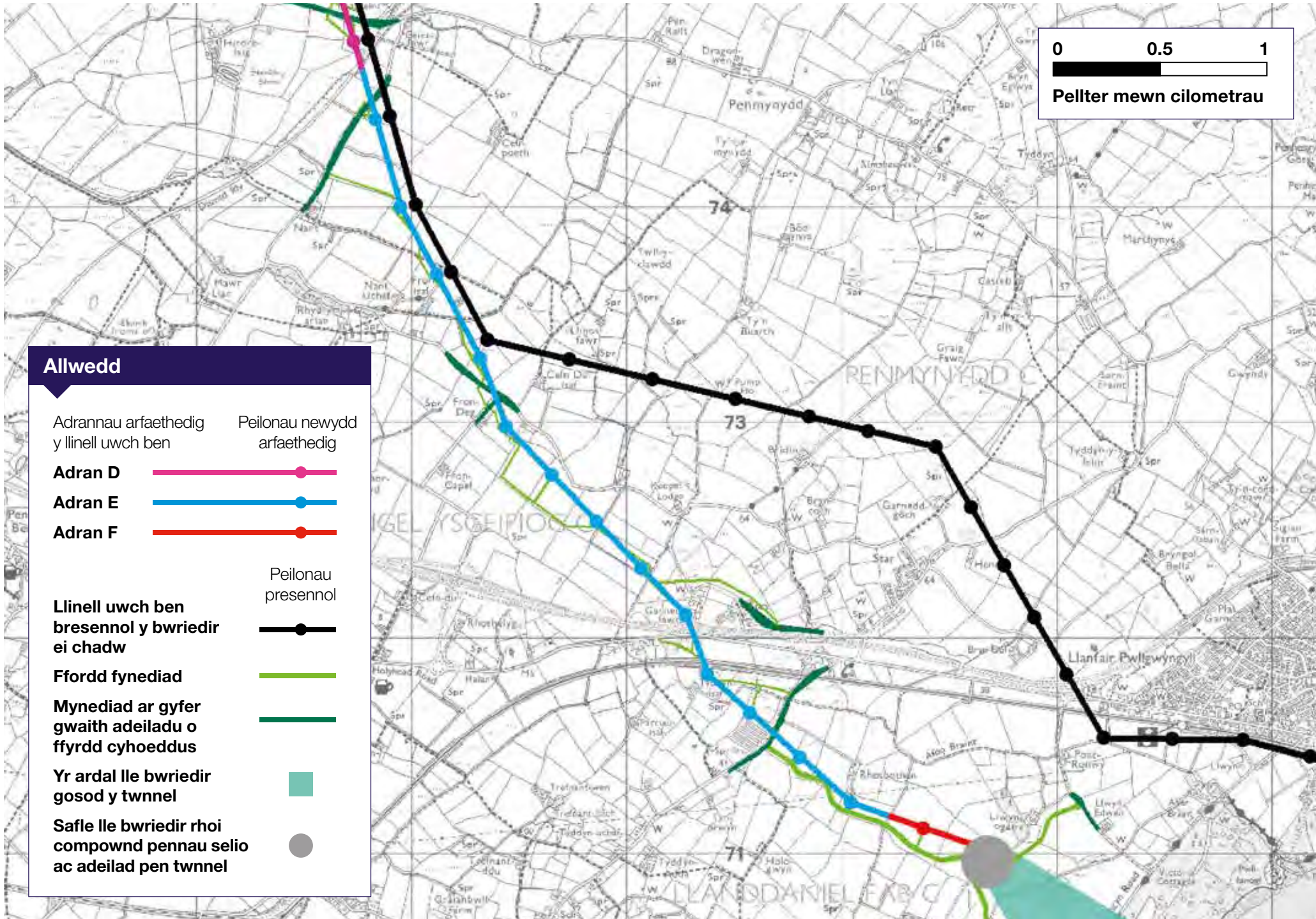


Cewch weld llun gwneud o sut y gallai'r ail gysylltiad edrych yn Adran E ar dudalen 48.



Allwedd

| | |
|--|-----------------------------|
| Adrannau arfaethedig y llinell uwch ben | Peilonau newydd arfaethedig |
| Adran D | |
| Adran E | |
| Adran F | |
| Llinell uwch ben bresennol y bwriedir ei chadw | Peilonau presennol |
| Ffordd fynediad | |
| Mynediad ar gyfer gwaith adeiladu o ffyrdd cyhoeddus | |
| Yr ardal lle bwriedir gosod y twnnel | |
| Safle lle bwriedir rhoi compownd pennau selio ac adeilad pen twnnel | |



Afon Menai

Datrys her croesi Afon Menai

Y cynlluniau

Bwriadwn ddefnyddio twnnel i fynd o dan Afon Menai.

Mae wedi golygu llawer o waith i ddod i'r penderfyniad hwn a phenderfynu sut y byddwn yn dod dros heriau technegol croesi'r Fenai.

4km

o danddaearu yn ardal Afon Menai



Rydym wedi edrych ar leoliad cymunedau, y dirwedd a nodweddion pwysig fel Bryn Celli Ddu, Plas Newydd a Stad y Faenol. Rydym hefyd wedi ystyried y bywyd gwyllt a'r amgylchedd morol a'r ymateb a gawsom am yr ardal.

Bu'n rhaid i ni ystyried nifer o faterion ymarferol fel y ddaear, pa mor ddwfn y byddai'n rhaid i ni fynd a faint o le y byddai arnom ei angen ar gyfer offer drilio neu dwnelu.

A bu'n rhaid i ni feddwl am effeithiau unrhyw seilwaith a fyddai uwchlaw'r tir. Roedd hyn yn cynnwys llwybr llinell uwch ben, safleoedd compowndiau pennau selio lle mae'r llinell uwch ben yn newid yn gebl tanddaear ac adeiladau pen twnnel. Roedd ardaloedd adeiladu dros dro a ffyrdd mynediad i draffig yn ystyriaethau pwysig eraill.

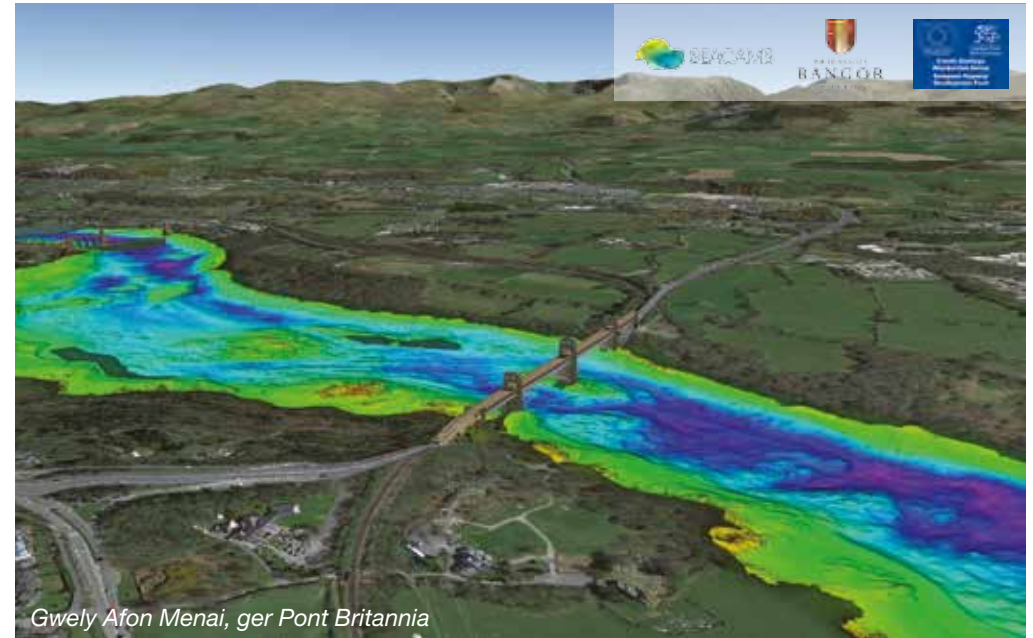
Roedd rhaid ystyried y gost hefyd gan fod ein holl wariant yn cael ei basio ymlaen i bawb ohonom trwy ein biliau trydan.

Mae hyn i gyd wedi dylanwadu ar y dechnoleg a ddefnyddiwn i groesi'r Fenai, lleoliad yr offer a'r man mwyaf addas i groesi.

Canfod y cydbwysedd

Rydym wedi gweithio'n galed i ddatrys yr anawsterau hyn ac i ganfod yr ateb gorau sy'n cydbwysu'r holl ystyriaethau hyn. Rydym wedi:

- cydweithio â'r tîm SEACAMS ym Mhrifysgol Bangor ac eraill i gynnal arolygon o wely'r môr a chymryd samplau o'r creigiau er mwyn cadarnhau natur creigiau'r ardal (gweler y llun ar dudalen 37)
- edrych ar sylwadau pobl yr ardal am yr hyn roedden nhw'n ei ystyried yn bwysig fel y gallem dalu sylw i hynny
- asesu'r gwahanol fannau croesi i ganfod lle da i fynd o dan Afon Menai ar sail y ddaear a ffactorau amgylcheddol eraill
- canfod safleoedd a oedd â digon o le ar gyfer yr offer y mae arnom eu hangen – offer parhaol ac offer y cyfnod adeiladu
- ystyried y safleoedd hyn ar sail y dirwedd a'r posibilrwydd o ddefnyddio dulliau naturiol i'w sgrinio, naill ai â choed a choetiroedd sydd yno eisoes neu trwy blannu coed newydd
- ystyried effeithiau llinell uwch ben newydd i gysylltu'r safleoedd
- Penderfynwyd mai twnnel oedd y dechnoleg orau i'w defnyddio. Dyma'r cyfle gorau i beidio ag amharu ar fywyd gwyllt y môr a byddai'n tarfu llai ar y tir na gosod ceblau mewn ffosydd – byddai angen i'r rheiny redeg yn agos at lannau'r Fenai.



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Adran F

O Afon Braint i Bentir

Y cynlluniau

Yn yr ardal hon, bydd y cysylltiad yn newid o linell uwch ben ac yn mynd o dan Afon Menai cyn troi yn ôl yn llinell uwch ben a mynd ymlaen i'n his-orsaf bresennol ym Mhentir.

Er mwyn gwneud hyn, bydd arnom angen compownd pennau selio ar y naill ochr a'r llall i'r Fenai – mae'r compowndiau hyn yn dal yr offer sy'n cysylltu'r adran uwch ben â'r adran danddaear.

O'r compowndiau pennau selio, bydd y cysylltiad yn mynd i mewn i dwannel o dan Afon Menai. Ar y naill ochr a'r llall i Afon Menai, gosodir y ceblau mewn siafft fertigol y gellir mynd iddi trwy adeilad pen twannel.

Mae adeiladau pen twannel yn cynnwys offer pwysig fel ffaniau awyru, sy'n helpu i gadw'r aer yn cylchdroi y tu mewn i'r twannel ac yn helpu â'r broses oeri.

Bydd yr adeiladau pen twannel a'r compowndiau pennau selio yn cael eu gosod gyda'i gilydd mewn ardal tua dwy erw o faint.

O'r compownd pennau selio yng Ngwynedd, rydym yn bwriadu cael llinell uwch ben i is-orsaf Pentir gan ddefnyddio peilonau rhwyllwaith tebyg i'r rhai sydd yn yr ardal eisoes.

Lleihau'r effeithiau

Yn yr ardal hon, fe ddywedoch chi bod y golygfeydd eiconig o Afon Menai a'r cymunedau ar hyd yr arfordir yn bwysig i drigolion ac ymwelwyr. Dywedoch hefyd bod pobl yn rhoi gwerth mawr ar Fryn Celli Ddu, Plas Newydd, Tŵr y Marcwis, Stad y Faenol a Llwybr Arfordir Cymru Gyfan. Dywedoch bod yr A55 yn un o'r prif ffydd a ddefnyddir gan ymwelwyr.

Gofynnoch i ni feddwl yn ofalus am effeithiau gweledol ar dai a busnesau unigol, yn cynnwys ffermydd a bythynnod gwyliau. Codwyd pryderon am gael llinell uwch ben ychwanegol ac effeithiau hon ynghyd â'r llinellau uwch ben presennol a'r is-orsaf ym Mhentir.

- Rydym yn rhoi'r cysylltiad o dan y ddaear yn yr adran hon gan helpu i leihau'r effeithiau ar ardal ehangach Afon Menai a'r golygfeydd eiconig
- Bydd y twannel yn ymestyn y tu hwnt i'r Ardal o Harddwch Naturiol Eithriadol (AHNE). Bydd yn mesur tua 4km ac yn ymestyn i mewn ymhellach o'r arfordir. Mae hyn yn golygu na ddylai fod dim i'w weld yn yr ardal ger Afon Menai, yn cynnwys Plas Newydd, Stad y Faenol a'r cymunedau gerllaw, fel Star a Llanfairpwll

- Bwriadwn roi'r compowndiau pennau selio a'r adeiladau pen twannel nesaf at ei gilydd. Mae hyn yn cadw'r offer mewn un lle ac unrhyw effeithiau gweledol mewn ardal mor fach ag y bo modd. Mae hefyd yn golygu nad oes raid cael cysylltiad tanddaear rhwng y ddau safle ac mae hynny'n golygu na fydd y gwaith adeiladu'n tarfu cymaint ar yr ardal
- Mae'r safleoedd a ddewiswyd gennym yn cynnig cyfleoedd da i sgrinio gan ddefnyddio coed a'r dirwedd i leihau'r effeithiau gweledol
- Bwriadwn ddefnyddio pedwar peilon o'r compownd pennau selio yng Ngwynedd i Bentir. Rydym wedi dewis manau a gaiff cyn lleied o effaith ag y bo modd ar eiddo gerllaw
- Rydym wedi ceisio cyfyngu ar y golygfeydd o'r llinell o gyfeiriad cymunedau gerllaw a gan ddefnyddwyr y ffyrdd trwy ei gosod gerllaw coedydd a fydd yn helpu i sgrinio'r peilonau

Cewch weld mapiau o'r manau lle bwriadwn roi'r compowndiau pennau selio a'r adeiladau pen twannel ar dudalennau 40 a 41.

Dweud eich dweud am sut y gallwn leihau'r effeithiau

Credwn mai'r safleoedd hyn ar gyfer ein hoffer a'n peilonau yw'r ffordd orau o leihau'r effeithiau ar yr ardal gyfagos ac, ar yr un pryd, fodloni'r gofynion technegol.

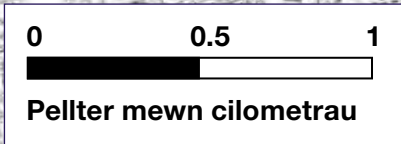
Os credwch fod ffyrdd y gallwn wneud mwy i leihau'r effeithiau, hoffem glywed eich sylwadau.

Rhowch wybod i ni os credwch fod newidiadau y dylem eu gwneud. Mae'n bwysig hefyd eich bod yn dweud pam.

Mae'n dweud sut y gallwch gyflwyno'ch ymateb ar dudalen 62.

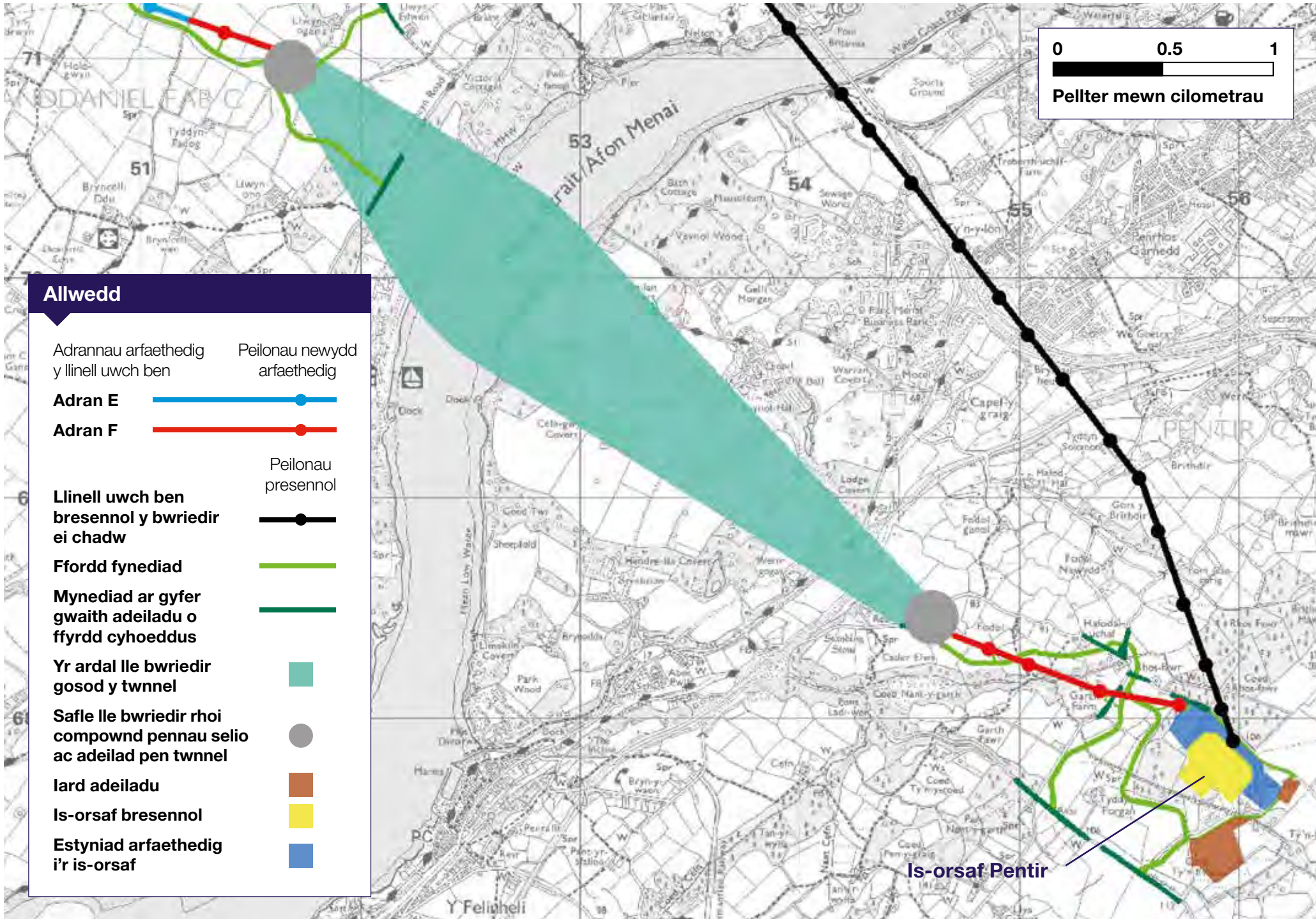


Cewch weld llun gwneud o sut y gallai'r ail gysylltiad edrych yn Adran F ar dudalen 49.



Allwedd

- Adrannau arfaethedig y llinell uwch ben
 - Adran E
 - Adran F
- Peilonau newydd arfaethedig
- Peilonau presennol
- Llinell uwch ben bresennol y bwriedir ei chadw
- Ffordd fynediad
- Mynediad ar gyfer gwaith adeiladu o ffordd cyhoeddus
- Yr ardal lle bwriedir gosod y twnnel
- Safle lle bwriedir rhoi compound pennau selio ac adeilad pen twnnel
- Iard adeiladu
- Is-orsaf bresennol
- Estyniad arfaethedig i'r is-orsaf

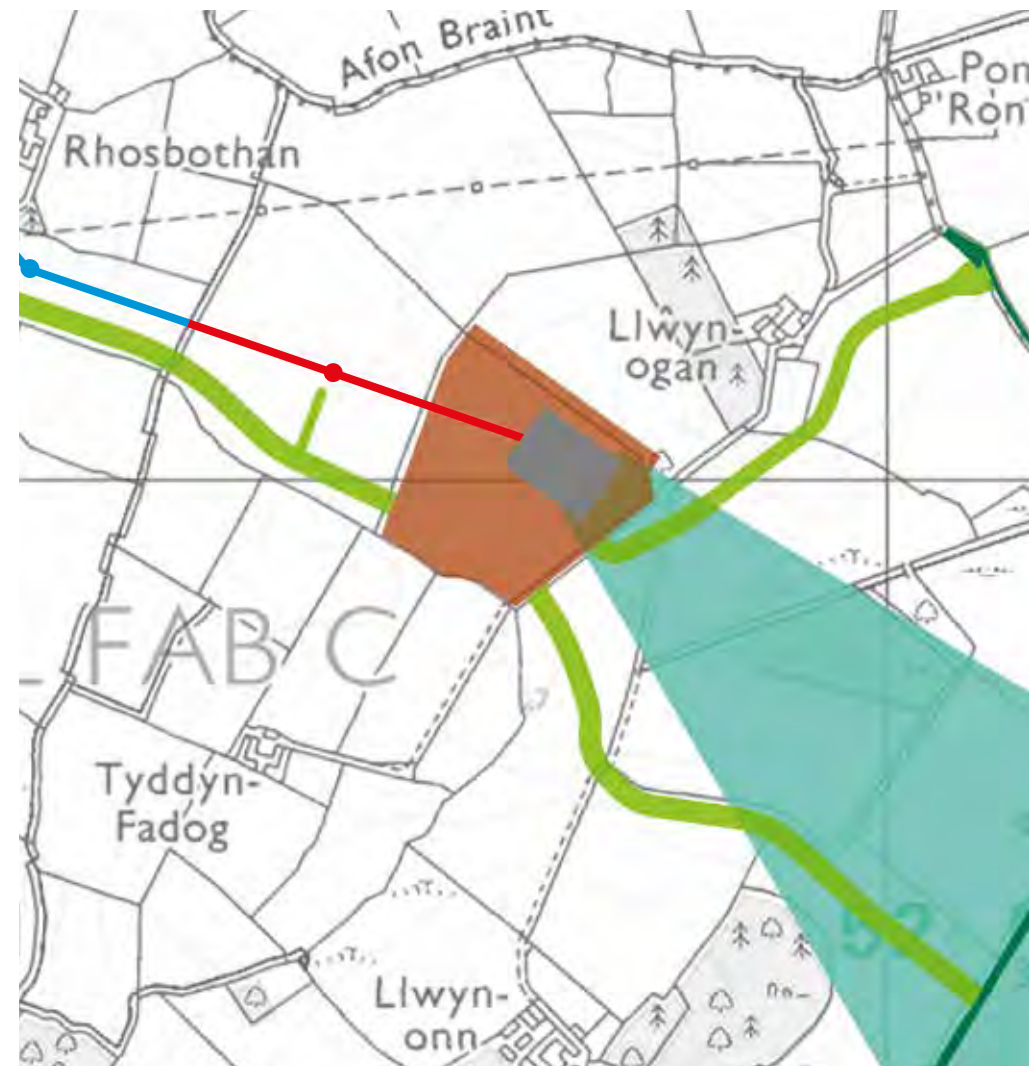
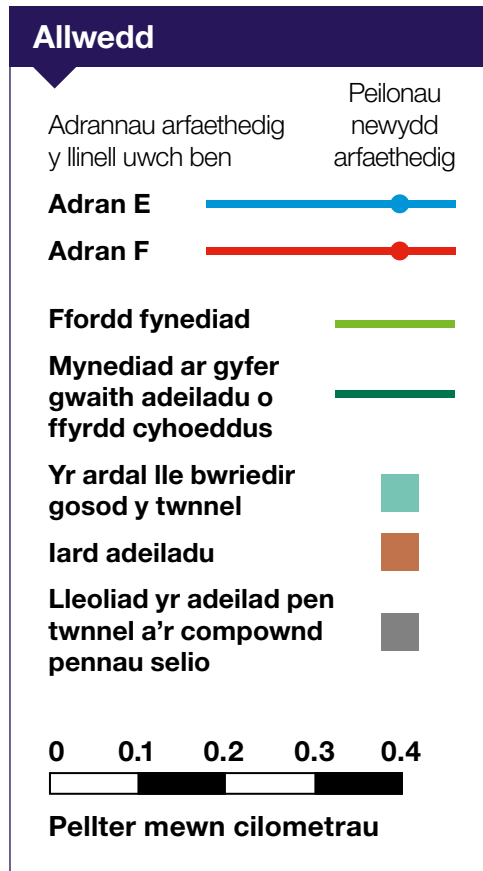


Adran F

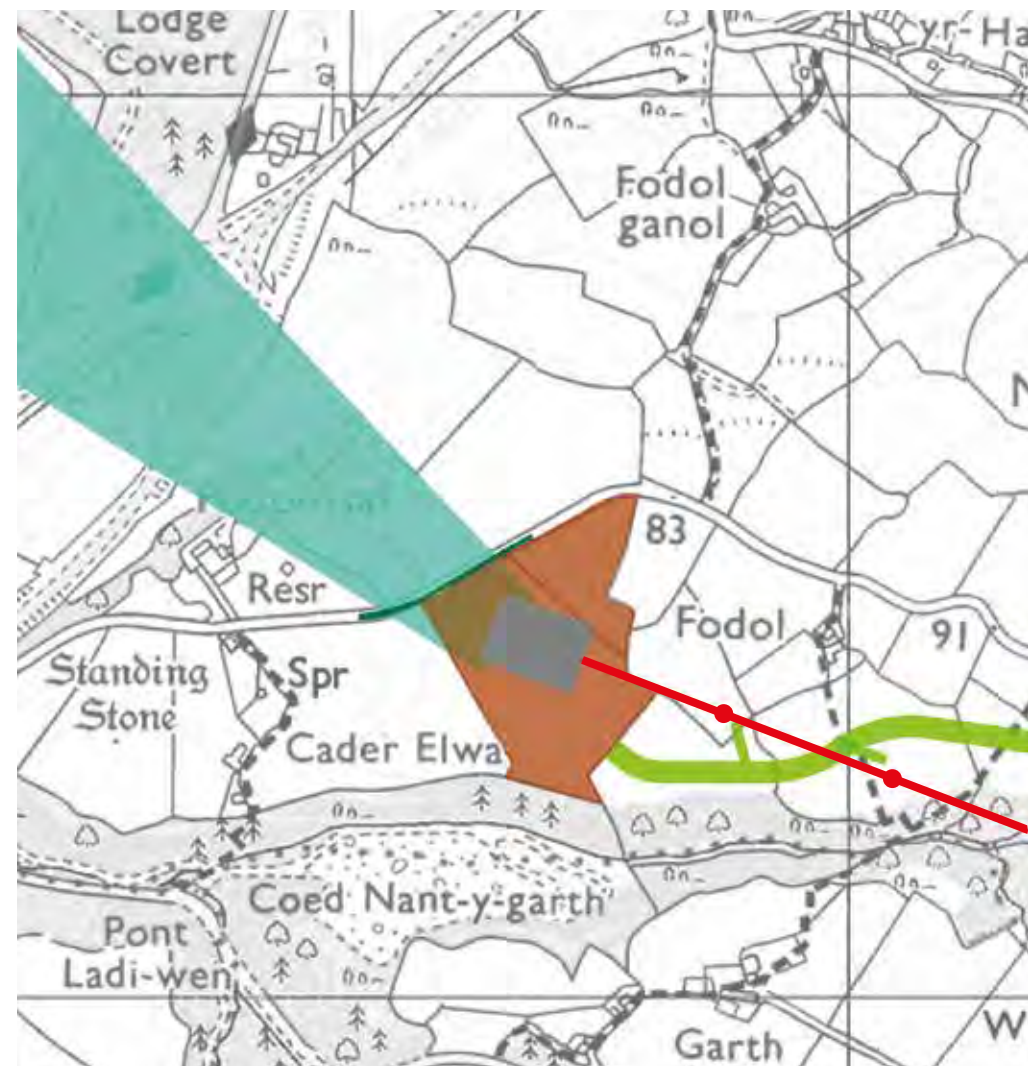
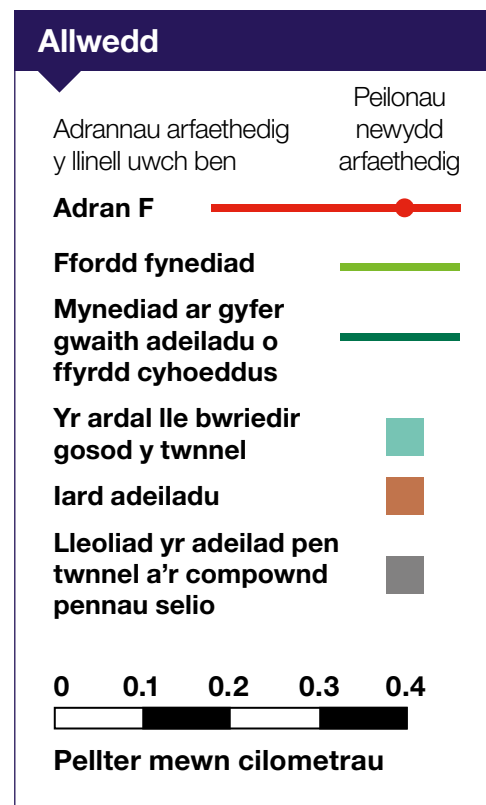
O Afon Braint i Bentir

Bwriadwn roi'r compowndiau pennau selio a'r adeiladau pen twnnel nesaf at ei gilydd.

Ar Ynys Môn, rydym wedi dewis lleoliad ger Ffordd Brynsiencyn, i'r gogledd o Blas Newydd ar gyfer y compownd pennau selio a'r adeilad pen twnnel ac mae yno gyfle i'w sgrinio. O'r holl ardaloedd a ystyriwyd, y safle hwn oedd y dewis cyffredinol gorau.



Yng Ngwynedd, rydym wedi dewis safle lle mae coed i'w guddio gerllaw, i'r gogledd o hen safle tirlenwi Nant y Garth. O'r holl ardaloedd a ystyriwyd, y safle hwn oedd y dewis cyffredinol gorau.



Estyniad i is-orsaf Pentir

Y cynllun

Mae arnom angen estyniad i'r is-orsaf ym Mhentir ar gyfer yr offer newydd i gysylltu'r llinell newydd.

Rydym yn bwriadu ymestyn yr is-orsaf ar y ddwy ochr.

Lleihau'r effeithiau

Dywedoch eich bod yn awyddus i ni feddwl am y golygfeydd o gyfeiriad tai ac ati ger yr is-orsaf ac effeithiau gweledol posibl ar y rhain.

- Rydym yn bwriadu cael estyniadau ar y ddwy ochr i'r is-orsaf yn hytrach nag un estyniad mawr gan mai dyna'r cyfle gorau i ddefnyddio coed sydd yno eisoes i'w sgrinio
- Rydym hefyd wedi meddwl yn ofalus sut y bydd y llinell newydd yn nesáu at yr is-orsaf ac rydym yn cynnig llwybr y credwn y bydd yn lleihau'r effeithiau gweledol hyd y bo modd
- Byddwn yn defnyddio offer trydan modern a fydd yn is na'r offer sydd yno eisoes yn estyniadau'r is-orsaf
- Er mwyn lleihau mwy ar yr effeithiau gweledol, bwriadwn blannu rhagor o goed ar dir o gwmpas yr is-orsaf



Dweud eich dweud am sut y gallwn lleihau'r effeithiau

Credwn mai cael estyniadau ar y ddwy ochr i'r is-orsaf yw'r ffordd orau o leihau effeithiau ar yr ardal, a bodloni gofynion technegol ar yr un pryd.

Os credwch fod ffyrdd y gallwn wneud mwy i leihau'r effeithiau, hoffem glywed eich sylwadau.

Rhowch wybod i ni os credwch fod newidiadau y dylem eu gwneud. Mae'n bwysig hefyd eich bod yn dweud pam.

Mae'n dweud sut y gallwch gyflwyno'ch ymateb ar dudalen 62.

Allwedd

Adrannau arfaethedig
y llinell uwch ben

Adran F

**Llinell uwch ben
bresennol y bwriedir
ei chadw**

Ffordd fynediad

**Mynediad ar gyfer
gwaith adeiladu o
ffyrdd cyhoeddus**

Iard adeiladu

Is-orsaf bresennol

**Estyniad arfaethedig
i'r is-orsaf**

0 0.1 0.2 0.3 0.4 0.5

Pellter mewn cilometrau

Peilonau
newydd
arfaethedig

Peilonau
presennol

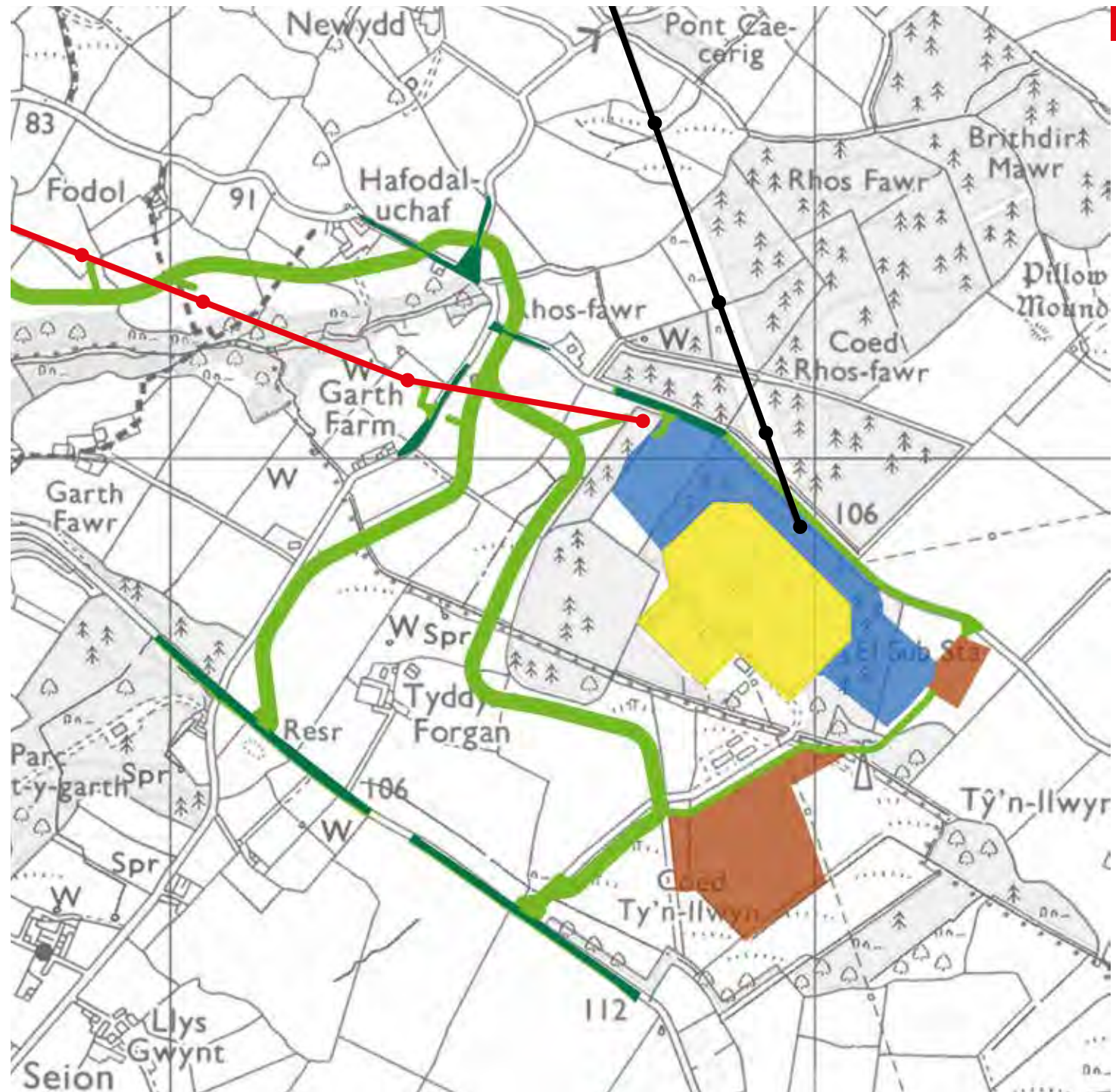
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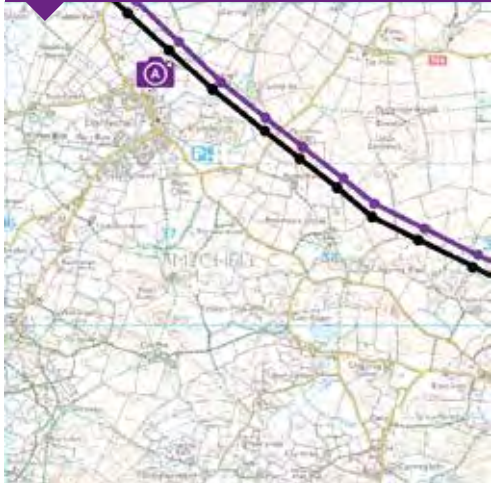
Adran A: Llun gwneud

Yr olygfa wrth edrych tua'r de-ddwyrain o gyrion gogledd-ddwyreiniol Llanfechell ar lwybr troed i'r maen hir.



Mae'r llun hwn yn dangos y llinell bresennol - yr hyn a welwch yn y dirwedd ar hyn o bryd.

Golygfan ar gyfer llun gwneud



Mae'r llun gwneud hwn yn dangos sut y gallai'r ail gysylltiad edrych ochr yn ochr â'r llinell bresennol yn y dirwedd.

Adran B: Llun gwneud

Yr olygfa wrth edrych tua'r de o Lôn Newydd i'r gorllewin o dai ac ati yn Rhos-y-bol.

Golygfan ar gyfer llun gwneud



Mae'r llun hwn yn dangos y llinell bresennol - yr hyn a welwch yn y dirwedd ar hyn o bryd.



Mae'r llun gwneud hwn yn dangos sut y gallai'r ail gysylltiad edrych ochr yn ochr â'r llinell bresennol yn y dirwedd.

Adran C: Llun gwneud

Yr olygfa wrth edrych tua'r gorllewin o Hebron.



Mae'r llun hwn yn dangos y llinell bresennol - yr hyn a welwch yn y dirwedd ar hyn o bryd.

Golygfan ar gyfer llun gwneud



Mae'r llun gwneud hwn yn dangos sut y gallai'r ail gysylltiad edrych ochr yn ochr â'r llinell bresennol yn y dirwedd.

Adran D: Llun gwneud

Yr olygfa wrth edrych tua'r de o gilfan ar y B5109 yn Nhalwrn.

Golygfan ar gyfer llun gwneud



Mae'r llun hwn yn dangos y llinell bresennol - yr hyn a welwch yn y dirwedd ar hyn o bryd.



Mae'r llun gwneud hwn yn dangos sut y gallai'r ail gysylltiad edrych ochr yn ochr â'r llinell bresennol yn y dirwedd.

Adran E: Llun gwneud

Yr olygfa wrth edrych tua'r de o Star.

Golygfan ar gyfer llun gwneud



Mae'r llun hwn yn dangos y llinell bresennol - yr hyn a welwch yn y dirwedd ar hyn o bryd.

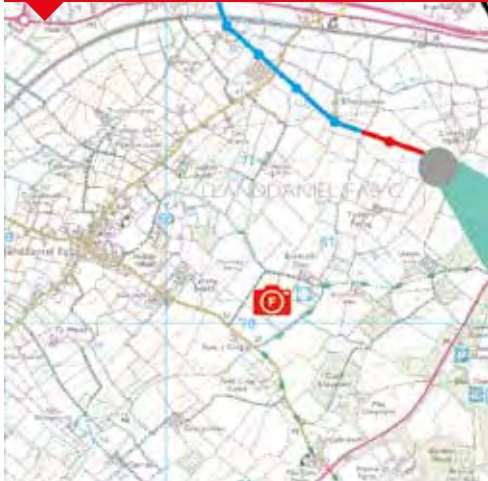


Mae'r llun gwneud hwn yn dangos sut y gallai'r ail gysylltiad edrych ochr yn ochr â'r llinell bresennol yn y dirwedd.

Adran F: Llun gwneud

Yr olygfa wrth edrych tua'r gogledd o Fryn Celli Ddu.

Golygfan ar gyfer llun gwneud



Mae'r llun hwn yn dangos y llinell bresennol - yr hyn a welwch yn y dirwedd ar hyn o bryd.



Mae'r llun gwneud hwn yn dangos sut y gallai'r ail gysylltiad edrych ochr yn ochr â'r llinell bresennol yn y dirwed.

Trafnidiaeth yn ystod y gwaith adeiladu

Y prif draffig adeiladu

Rydym yn bwriadu defnyddio'r A55, yr A5 a'r A5025 gan mai'r rhain yw'r prif ffyrdd sydd agosaf at ein gwaith. Bydd angen i ni ddefnyddio ffyrdd gwledig, llai o faint, oddi ar y prif rwydwaith ffyrdd hefyd i gyrraedd y safleoedd lle byddwn yn adeiladu ein hoffer.

Bydd y rhan fwyaf o'r offer y bydd arnom eu hangen, yn cynnwys cydrannau'r cysylltiad, y craeniau i adeiladu'r cysylltiad, a'r holl ddefnyddiau ar gyfer y gwaith dros dro (fel yr iardiau gwaith a'r ffyrdd mynediad), yn cael eu cludo ar lorïau. Bydd arnom angen faniau a cheir hefyd i gario gweithwyr yn ôl a blaen a disgwyliwn y bydd angen cerbydau mwy arnom, fel craeniau symudol a lorïau llwytho isel, i gludo offer fel drymiau mawr o geblau.

Yn ogystal â'n gwaith ni, bydd gan Pŵer Niwclear Horizon ei ofynion ei hunan ar gyfer adeiladu Wylfa Newydd. Bydd y gwaith hwn i gyd yn golygu bod rhagor o draffig nag arfer ar y ffyrdd.

Er mwyn dewis llwybrau trafniadaeth, rydym wedi ystyried sut orau i leihau'r effeithiau ar ddefnyddwyr y ffyrdd, yn cynnwys pobl leol a thwristiaid.

Rydym wedi ymgynghori â'r cynghorau sir lleol, Asiantaeth Cefnffyrdd Gogledd a Chanolbarth Cymru, Llywodraeth Cymru a chyrrff perthnasol eraill i ofyn am eu barn nhw ynghylch y ffyrdd sydd fwyaf tebygol o leihau'r effeithiau ar yr ardal.



A55



Cario ceblau ar lwythwr isel



HGV

Gwaith ychwanegol ar gyfer trafndiaeth

Gofynion ar gyfer adeiladu'r twnnel

Er mwyn adeiladu'r twnnel o dan Afon Menai, mae angen gwahanol fathau o offer arbenigol fel peiriant tyllu twneli, craeniau i ostwng offer i lawr siafftau'r twnnel, a'r offer i gloddio cerrig a phridd.

Mae'r offer yn fawr ac yn drwm a gall fod angen cerbydau arbenigol i'w cludo i safleoedd adeiladu'r twnnel ym Môn a Gwynedd.

Byddai'r cerbydau arbenigol yn fwy o faint ac yn symud yn arafach na lorïau arferol. Dim ond ychydig o'r rhain y byddai arnom eu hangen a gallai fod arnynt angen cerbydau hebrwng a threfniadau rheoli traffig.

Er mwyn gwneud y twnnel, bydd angen symud miloedd lawer o dunelli o gerrig a phridd a dod â llawer o ddeunyddiau i'r safle, fel agregau a leiniau concrid. Bydd angen nifer fawr o deithiau gan lorïau arferol i wneud hyn. Fodd bynnag, bydd gwaith adeiladu'r twnnel yn digwydd dros sawl blwyddyn, bydd tipyn o amser rhwng teithiau'r lorïau.

Trefnir camau lliniaru addas fel cyfyngiadau amseru a threfniadau rheoli traffig er mwyn lleihau'r effeithiau ar y rhwydwaith ffyrdd presennol.

Gofynion gwaith adeiladu yn yr is-orsafocedd

Gan mai'r bwriad yw codi estyniadau i is-orsafocedd presennol yr Wylfa a Phentir, mae'r ffyrdd eisoes yn cael eu defnyddio ar gyfer gwaith cynnal a chadw a gweithredu'r is-orsafocedd. Bwriadwn ddefnyddio'r ffyrdd hyn ar gyfer y gwaith adeiladu. Gan fod y gwaith y bwriedir ei wneud yn agos at y safleoedd presennol, lle ceir ffyrdd da a digon o le ar gyfer y gwaith, bydd yn help i sicrhau bod angen llai o deithiau i ddanfôn nwyddau. Gwneir y rhan fwyaf o'r teithiau hyn ar lorïau arferol.

Mae peth o'r offer a ddefnyddir i adeiladu'r estyniadau i'r is-orsafocedd yn fawr ac yn drwm a gall fod angen cerbydau arbenigol fel lorïau llwytho isel. Byddai'r rhain yn fwy na lorïau arferol ac yn symud yn arafach a gall fod arnynt angen cerbydau hebrwng neu drefniadau rheoli traffig. Dim ond ychydig o'r rhain y byddai arnom eu hangen.



Adeiladu'r cysylltiad

Credwn y bydd yn cymryd pedair neu bum mlynedd i adeiladu a phrofi'r cysylltiad, a mwy o amser i adfer y tir ar gyfer y defnydd a wnaed ohono cynt. Ar unrhyw adeg, mae'n debygol y bydd nifer o adrannau gweithio ar hyd y llwybr ac felly ni fyddwn yn gweithio ar y cysylltiad cyfan trwy'r amser.

Fel rheol, rydym yn gweithio ar brosiectau fesul rhan. Bydd pedwar prif gam i bob elfen o'r prosiect.

Byddwn yn:

- sefydlu safleoedd adeiladu trwy lefelu'r tir a gosod ierdydd gwaith a lonydd mynediad o'r ffyrdd cyhoeddus
- adeiladu'r cysylltiad
- profi'r holl offer i sicrhau ei fod yn cael ei adeiladu'n iawn cyn ei wneud yn "fyw" ar foltedd uchel
- gwneud rhagor o waith plannu er mwyn sgrinio'r offer os oes angen



Gwaith adeiladu yn yr is-orsaf

Gwaith is-orsaf yr Wylfa yw 'casglu' pŵer o atomfa Wylfa Newydd er mwyn ei drawsyrro ymlaen a chyflenwi Ynys Môn.

Mae'r is-orsaf ym Mhentir yn casglu pŵer ac yn ei anfon i'r rhwydwaith lleol yng ngogledd Cymru yn ogystal â'i drawsyrro i weddill rhwydwaith y Deyrnas Unedig.

Mae angen estyniadau ar y ddwy is-orsaf er mwyn cysylltu â'r ail linell arfaethedig.

Bydd hyn yn cynnwys gosod gwahanol offer fel switchger trydan a phennau selio sy'n golygu y gallwn gynnal a gweithredu'r llinell newydd.

Cytunir ar gamau lliniaru addas fel cyfyngiadau amseru a chânt eu gorfodi er mwyn lleihau'r effeithiau ar y rhwydwaith ffyrdd presennol.

Enghraifft o waith adeiladu estyniad i is-orsaf

Fel rheol, byddwn yn:

Sefydlu'r safle

- creu unrhyw ffyrdd mynediad dros dro i'r safle ar gyfer y gwaith adeiladu
- gosod ierdydd gwaith dros dro, yn cynnwys cyfleusterau ar gyfer y gweithwyr, swyddfeydd y safle, lle i storio deunyddiau a llefydd parcio ar gyfer ceir gweithwyr a cherbydau adeiladu
- diogelu'r safle trwy osod ffens ddiogelwch a rheoli'r traffig ar y lôn fynediad

Y gwaith adeiladu

- dechrau trwy greu arwyneb ar gyfer yr estyniadau ar y safle
- ymestyn y system 'ddaearu' danddaear a'r systemau draenio ac adeiladu'r sylfeini

- adeiladu'r holl bethau i gynnal yr offer trydan a'r adeiladau cysylltiedig
- gosod yr holl offer trydan a derbyn unrhyw newidyddion ar gerbydau mawr arbenigol cyn eu gosod

Profi

- gofalu bod yr holl offer wedi'u gosod yn iawn ac yna gynnal archwiliadau a phroffion manwl cyn dod â'r trydan foltedd uchel i estyniadau'r is-orsaf yn barod i weithio

Adfer y tir

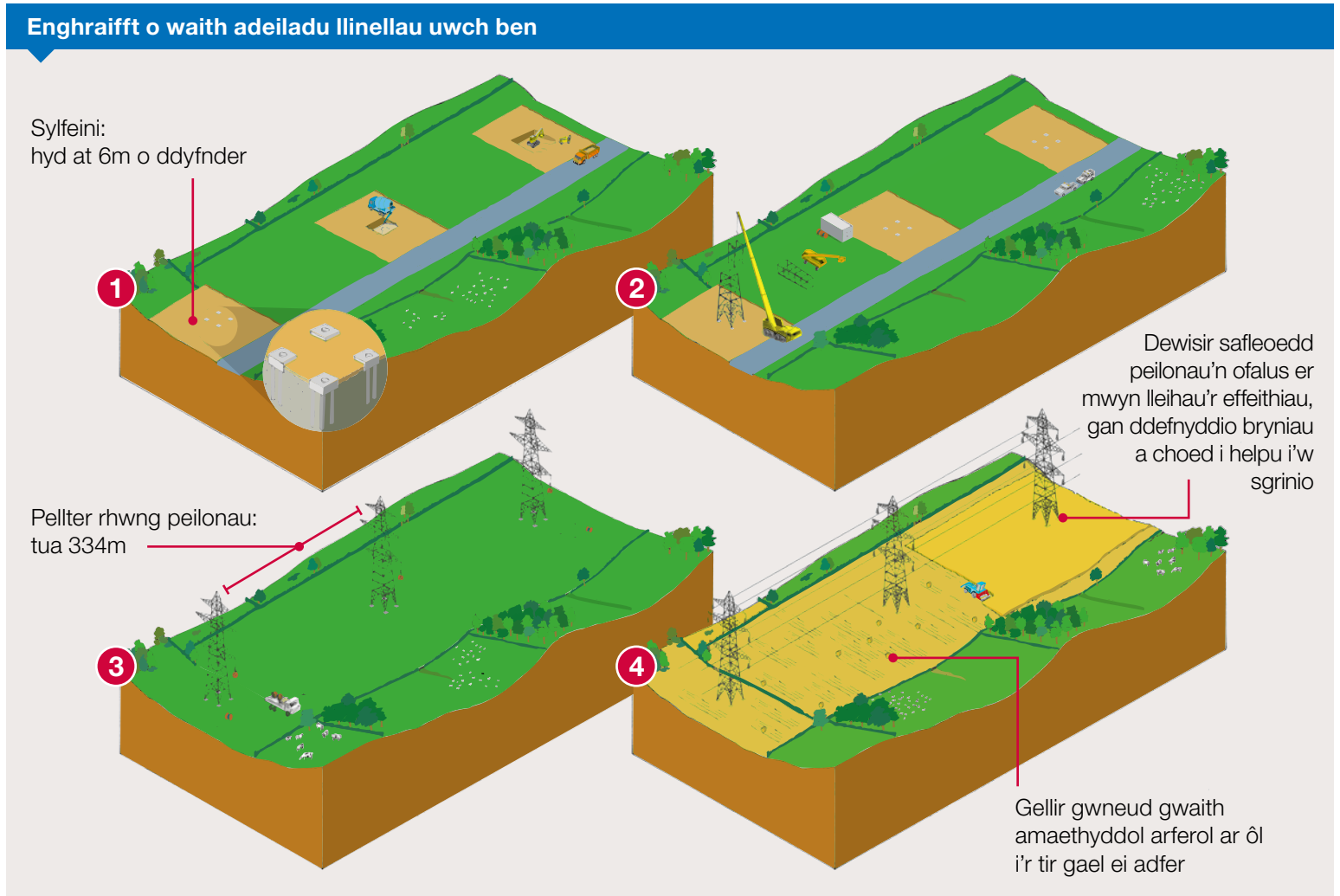
- adfer y tir o gwmpas a gwneud unrhyw waith sgrinio sy'n angenrheidiol er mwyn lleihau'r effeithiau gweledol ac adfer unrhyw gynefinoedd a gollwyd yn ystod y gwaith adeiladu



Adeiladu is-orsaf

Adeiladu llinell uwch ben

Mae llinellau uwch ben yn cael eu gwneud o wifrau (a elwir yn ddargludyddion) sy'n cael eu dal gan beilonau. Mae'r llinell yn cario dau gylched trydan, un ar y naill ochr a'r llall ar yr ochr arall i'r peilonau.



Enghraifft o waith adeiladu llinellau uwch ben

Fel rheol, byddwn yn:

Sefydlu'r safleoedd

- gosod ffyrdd mynediad dros dro, wedi'u gwneud o gerrig neu dracfatiau, i safleoedd y peilonau ar hyd y llwybr. Gall fod angen i ni addasu'r ffyrdd presennol, er enghraifft lledu mynedfeydd presennol i gaeau
- gosod ierdydd gwaith, a fydd yn cynnwys cyfleusterau ar gyfer y gweithwyr, swyddfeydd y safle, lle i storio deunyddiau a llefydd parcio ar gyfer ceir gweithwyr a cherbydau adeiladu
- clirio neu drimio coed a allai ymyrryd â'r peilonau pan fyddant yn trawsyrru trydan
- gofalu am ddiogelwch ein safleoedd a rheoli'r traffig ar y ffyrdd mynediad

Y gwaith adeiladu

- creu wyneb gwastad ar y safleoedd lle bwriedir codi'r peilonau

- cloddio ac adeiladu'r sylfeini
- dod â darnau'r peilonau i'r safle a'u hadeiladu gan ddefnyddio craeniau
- dod â'r offer trydan, yn cynnwys y gwifrau, i'r safle
- gosod y gwifrau ar y peilonau – fel rheol, caiff y gwifrau eu gosod fesul rhyw 10 peilon. Yna, caiff y wifren ei gosod ar y tyndra cywir a'r uchder cywir uwchlaw'r ddaear

Profi

- gofalu bod yr offer wedi'u gosod yn gywir ac yn ddiogel

Adfer y tir

- adfer y tir a ddefnyddir ar gyfer ein gwaith dros dro fel y gellir ei ddefnyddio at ei ddiben blaenorol
- plannu coed os oes angen i helpu i sgrinio'r peilonau neu i gymryd lle coed y bu'n rhaid eu clirio

Ffeithiau allweddol

Uchder: 47m fel rheol

Croesfraich: tua 21m yn y man lletaf

Lled y sylfaen: tua 7m x 7m

Pellter cyfartalog rhwng peilonau: 334m

Pellter arferol rhwng y ddwy linell: 80m

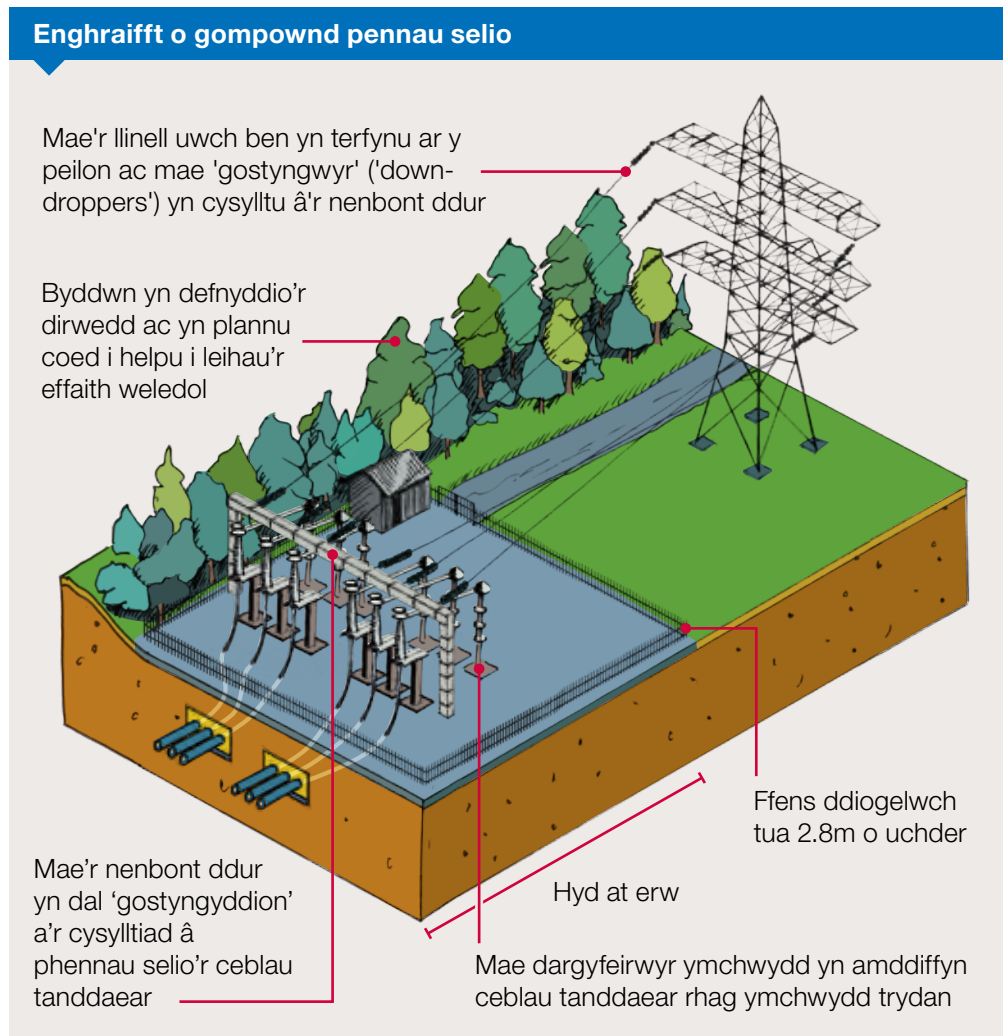
Hyd y llinell uwch ben newydd: tua 30km

Gwaith adeiladu compownd pennau selio

Mae compownd pennau selio yn dal yr offer sy'n cysylltu llinellau uwch ben â cheblau tanddaear.

Mae arnom angen un ar Ynys Môn ac un yng Ngwynedd. Byddant yn cynnwys offer hyd at 14m o uchder a bydd ffens ddiogel o'u hamgylch.

Bydd y compownd pennau selio gyda'r adeilad pen twnnel mewn ardal tua dwy erw o faint. Mae hyn yn cynnwys yr ardal y tu mewn i'r ffens ddiogelwch a manau parcio.



Enghraifft o waith adeiladu compownd pennau selio

Fel rheol, byddwn yn:

Sefydlu'r safleoedd

- paratoi ac adeiladu ffyrdd mynediad parhaol i'r safleoedd, gosod ffens ddiogelwch a rheoli traffig ar y ffyrdd mynediad
- gosod ierdydd gwaith, a fydd yn cynnwys cyfleusterau ar gyfer y gweithwyr, swyddfeydd y safle, lle i storio deunyddiau a llefydd parcio ar gyfer ceir gweithwyr a cherbydau adeiladu

Y gwaith adeiladu

- lefelu'r tir i roi man gwastad a sefydlog ar gyfer y sylfeini
- gosod sgaffaldau dros dro tua 25m o uchder a gorchudd drostynt. Bydd hyn yn rhoi lle sych a glân i ni fel y gallwn fynd ati'n ddiogel i gysylltu'r ceblau tanddaear â'r pennau selio
- cysylltu pennau selio'r ceblau â'r llinell uwch ben

Profi

- gofalu bod yr offer wedi'u gosod yn gywir ac yn ddiogel

Adfer y tir

- adfer y tir a ddefnyddir ar gyfer ein gwaith dros dro fel y gellir ei ddefnyddio at ei ddiben blaenorol
- plannu coed os oes angen i helpu i sgrinio'r safle neu i gymryd lle coed y bu'n rhaid eu clirio

Ffeithiau allweddol

Maint y safle'n cynnwys yr adeilad pen twnnel: tua dwy erw

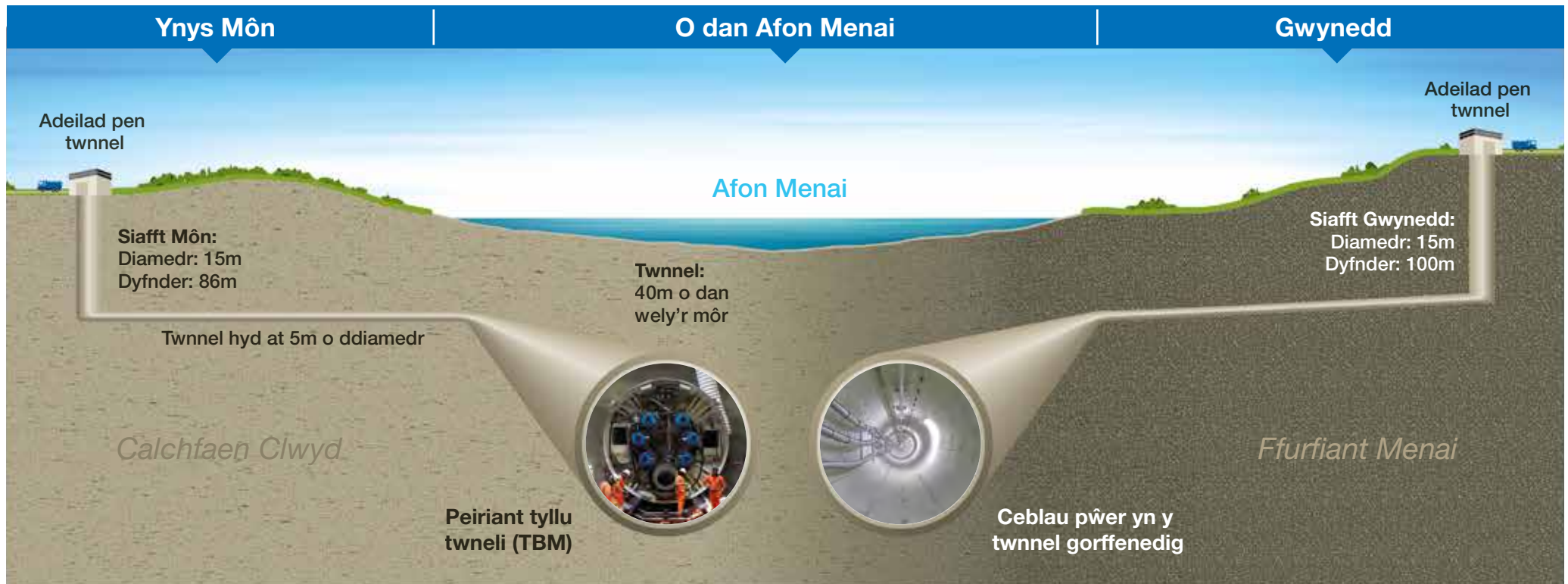
Uchder y darn talaf o offer: tua 14m

Gwaith adeiladu'r twnnel o dan Afon Menai

Y tu mewn i'r twnnel fe osodwn y ceblau a fydd yn cario'r pŵer o Wylfa Newydd o dan Afon Menai.

Oherwydd y ddaear ac anawsterau yn y ddaear, bydd gwneud twnnel o dan Afon Menai yn broses eithriadol o gymhleth a byddwn yn gweithio ar y rhan hon o'r prosiect trwy gydol y gwaith adeiladu.

Bydd arnom angen adeilad pen twnnel ar y naill ben a'r llall i'r twnnel.



Gwaith adeiladu'r twnnel a'r adeilad pen twnnel

Fel rheol, byddwn yn:

Sefydlu'r safleoedd

- gwneud addasiadau i'r ffyrdd cyhoeddus os oes angen
- creu ffyrdd mynediad a system ddraenio newydd a chlirio llystyfiant
- newid cwrs unrhyw hawliau tramwy cyhoeddus y gall ein gwaith effeithio arnynt os bydd angen
- paratoi compownd, yn cynnwys gwaith draenio
- gosod ierdydd gwaith dros dro, sy'n cynnwys cyfleusterau ar gyfer y gweithwyr, swyddfeydd y safle, lle i storio deunyddiau a llefydd parcio ar gyfer ceir gweithwyr a cherbydau adeiladu
- diogelu'r safle trwy osod ffens ddiogelwch a rheoli'r traffig ar y lôn fynediad

Y gwaith adeiladu

- ar y naill ben a'r llall i'r twnnel, byddwn yn adeiladu siafft fertigol barhaol ac yn gostwng darn o offer arbenigol o'r enw peiriant tyllu twnnel i lawr y siafft
- yna, bydd y peiriant tyllu yn drilio'r twnnel
- wrth iddo ddrilio'r twnnel, bydd y tu mewn i'r twnnel yn cael ei leinio â choncrit a gosodir trac ar hyd y twnnel a ddefnyddir gan gerbyd i gludo pobl ac offer o fynedfa'r twnnel i'r peiriant tyllu
- y tu mewn i'r twnnel, byddwn yn gosod y ceblau angenrheidiol i gludo'r pŵer. Bydd angen i ni osod o leiaf chwe chebl yn y twnnel i gario'r holl bŵer y bydd Wylfa Newydd yn ei gynhyrchu
- mae angen i'r twnnel fod yn ddigon mawr fel y gellir rhoi digon o le rhwng y ceblau fel na fyddant yn gorboethi

Profi

- gofalu bod yr holl offer wedi'u gosod yn iawn ac yna gynnal archwiliadau a phroffion manwl cyn dod â'r trydan foltedd uchel i'r is-orsaf yn barod i weithio

Adfer y tir

- ar ôl ei adeiladu, yr unig ran o'r twnnel fydd yn y golwg fydd yr adeiladau pen twnnel a godir ar bennau'r ddwy siafft fertigol
- bydd yr adeiladau pen twnnel tua 12 metr o uchder a bydd modd mynd i'r twnnel i wneud gwaith cynnal a chadw ohonynt. Byddant hefyd yn cynnwys offer pwysig fel ffaniau awyru, a fydd yn helpu i gadw'r aer yn cylchdroi y tu mewn i'r twnnel ac yn helpu â'r broses oeri
- er mwyn helpu i leihau'r effaith weledol, byddwn yn edrych ar ffyrdd o helpu'r adeilad pen twnnel i weddu i'r amgylchedd o'i gwmpas, trwy ddefnyddio cynllun sy'n gydnaws â'r ardal leol

Ffeithiau allweddol

Dyfnder y siafft:

86m Ynys Môn
100m Gwynedd

Diamedr y siafft: 15m

Hyd y twnnel: tua 4km

Diamedr y twnnel: hyd at 5m



Adeilad pen twnnel – Kensal Green

Ein gwaith yng ngorllewin Gwynedd – atgyfnerthu'r rhwydwaith trydan presennol

Yn ogystal â'n gwaith o'r Wylfa i Bentir, mae angen cryfhau'r rhwydwaith trydan ger Porthmadog a Bryncir. Bwriad hyn yw cario trydan o Wylfa Newydd a phŵer ychwanegol o ffermydd gwynt Greenwire a Codling Park yn Iwerddon a fydd yn cysylltu â rhwydwaith y Deyrnas Unedig yng ngogledd Cymru. Bydd ein gwaith uwchraddio'n sicrhau cyflenwadau trydan diogel a dibynadwy i ogledd Cymru a'r tu hwnt.

Er mwyn atgyfnerthu'r rhwydwaith, mae arnom angen:

- gwneud gwaith ar y llinell uwch ben presennol rhwng Pentir a Thrawsfynydd, a mân waith yn ein his-orsaf presennol yn Nhrawsfynydd
- is-orsaf newydd ger Bryncir
- rhoi 12 cebl newydd yn lle'r ceblau presennol yn Aber Afon Glaslyn a gwneud gwaith ar ein hoffer presennol yn y Wern a'r Garth

Fe wnaethom ni ymgynghori ar y cynlluniau hyn gyntaf yn 2012. Ers 2012, mae'r cwmnïau ynni wedi newid eu cynlluniau gan effeithio ar faint o ynni newydd y bwriedir ei gynhyrchu yn y gogledd. Roedd angen iddynt roi rhagor o fanylion i ni am eu cynlluniau cyn i ni symud ymlaen. Nawr y mae hyn wedi digwydd, gallwn barhau â'n gwaith.

O Bentir i Drawsfynydd

National Grid biau'r llinell presennol rhwng Pentir a Thrawsfynydd ond ar hyn o bryd rydym yn ei rhannu gydag SP Energy Networks sy'n gyfrifol am y rhwydwaith trydan lleol. Mae'r peilonau ar y llinell yn cario dwy set o wifrau. Mae SP Energy Networks yn defnyddio'r gwifrau ar un ochr i gyflenwi trydan i'r ardal leol ac rydym ni'n defnyddio'r gwifrau ar yr ochr arall fel rhan o'r rhwydwaith trydan cenedlaethol cyffredinol.

Gan fod bwriad i gynhyrchu cymaint o bŵer newydd yn y gogledd, mae angen i ni ddefnyddio'r gwifrau ar y naill ochr a'r llall i'r peilonau.

Felly, bydd angen cysylltiad newydd ar SP Energy Networks er mwyn parhau i gyflenwi trydan i gartrefi a busnesau lleol. Mae angen is-orsaf newydd ar gyfer y cysylltiad newydd ac mae safle wedi'i bennu ger Bryncir. Rydym yn cydweithio'n agos ag SP Energy Networks i benderfynu ar y ffordd orau o gysylltu'r is-orsaf â'r rhwydwaith lleol.

Bydd angen i ni wneud gwaith ar y llinell presennol rhwng Pentir a Thrawsfynydd hefyd ond nid ydym yn credu y bydd angen peilonau ychwanegol.

Ac mae angen i ni wneud tipyn o waith ar ein his-orsaf presennol yn Nhrawsfynydd i helpu i gryfhau'r rhwydwaith. Bydd y gwaith hwn yn digwydd ar y safle presennol ac ni fydd angen i ni osod offer sy'n uwch na'r hyn sydd yno eisoes.

Is-orsaf newydd i'r de o Fryncir

Mae arnom angen is-orsaf newydd i sicrhau bod cyflenwadau trydan i'r ardal leol yn cael eu cynnal. Rydym wedi dewis safle i'r de o Fryncir ar gyfer is-orsaf newydd.

Yn 2012, cyflwynwyd tri safle posibl gennym ar gyfer yr is-orsaf newydd. Galwyd y rhain yn safleoedd y gogledd, y canol a'r de. Gofynnwyd am eich ymateb chi a dywedoch chi wrthym fod cymunedau, y dirwedd a golygfeydd yn bwysig i chi. Ar ôl ystyried eich ymateb chi a'n hasesiadau ni, rydym wedi dewis safle'r de. Nid yw'n agos iawn at Fryncir na Garndolbenmaen ac mae'n osgoi safleoedd ecolegol pwysig. Mae hefyd yn rhoi cyfleoedd da i ni blannu coed i sgrinio'r is-orsaf.

Uwchraddio'r ceblau tanddaear yn Aber Afon Glaslyn

Yn ogystal, mae angen i ni osod 12 cebl newydd yn lle'r ceblau tanddaear presennol yn Aber Afon Glaslyn. Rydym wedi dewis llwybr ar gyfer y ceblau tanddaear newydd y credwn y bydd yn lleihau'r effeithiau ar yr ardal gan olygu y bydd yn edrych yn debyg iawn i fel y mae yn awr ar ôl i ni orffen ein gwaith.

Yn 2012, fe wnaethom ni gynnig llwybrau posibl ar gyfer y ceblau newydd. Fe ddywedoch wrthym am ystyried y rheilffyrdd a'r ffyrdd lleol a'r bywyd gwyllt yn yr aber. Y llwybr a gynigir gennym yw'r un mwyaf uniongyrchol ac mae'n cymryd safleoedd ecolegol pwysig yn yr ardal i ystyriaeth. Mae'r llwybr yn rhoi hyblygrwydd i ni ynglŷn â pryd a lle y byddwn yn croesi'r rheilffordd a'r ffordd osgoi.

Rydym hefyd yn ymchwilio i dechnegau adeiladu ar gyfer newid y ceblau a byddwn yn dewis y dull a gaiff yr effaith leiaf ar yr ardal. Mae ein gwaith hyd yma yn awgrymu y gallai drilio uniongyrchol llorweddol (HDD) – proses sy'n defnyddio dril y gellir ei lywio i greu cyfres o ddwythellau o dan y ddaear ar gyfer ceblau – fod yn well opsiwn na chloddio ffosydd agored.

Ymgynghori ar ein gwaith yng Ngorllewin Gwynedd yn 2017

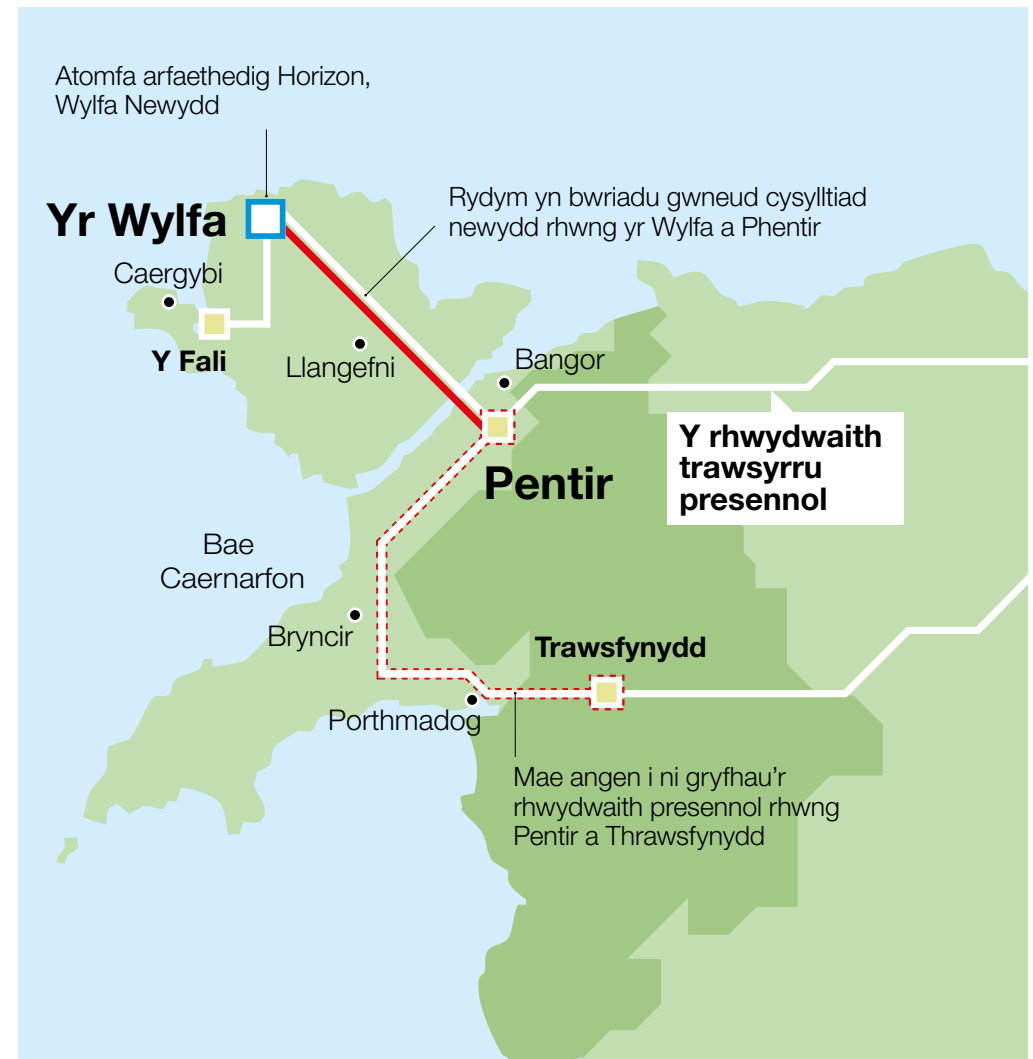
Nid ydym yn ymgynghori ar ein gwaith yng Ngorllewin Gwynedd ar hyn o bryd ond rydym wedi rhoi gwybodaeth fel y gall cymunedau lleol ddeall yr holl gynlluniau sy'n ymwneud â Phrosiect Cysylltiad Gogledd Cymru.

Rydym yn trafod gyda chymunedau yn yr ardal beth y mae ein gwaith yn ei olygu iddyn nhw ac rydym yn dal i ddatblygu ein cynlluniau.

Byddwn yn cynnal ymgynghoriad ar y gwaith hwn yn 2017 cyn cyflwyno'n ceisiadau i'r awdurdodau perthnasol.

Yn y cyfamser, os oes gennych sylwadau am ein gwaith yng Ngorllewin Gwynedd, rydym bob amser yn croesawu ymateb i unrhyw agweddau ar ein gwaith yn y gogledd.

Cewch ragor o wybodaeth a chofrestru i gael newyddion ar ein gwefan neu trwy ein ffonio (manylion ar y dudalen ôl).



Eich ymateb – pam y mae'n bwysig a sut i gyflwyno'ch sylwadau

Mae ymateb gan bobl yr ardal, perchnogion tir a chyrff arbenigol, ynghyd â'n hasesiadau ni, wedi bod yn bwysig wrth benderfynu ar ddyluniad y cysylltiad arfaethedig.

Ar sail ein gwaith asesu ni a phopeth a ddywedoch chi wrthym, credwn fod ein cynlluniau'n taro'r cydbwysedd cywir rhwng popeth y mae'n rhaid ei ystyried ond mae cyfle i wneud newidiadau o hyd.

Os credwch fod newidiadau y dylem eu gwneud, rhowch wybod i ni. Mae'n bwysig hefyd eich bod yn dweud pam.

Bydd eich ymateb chi'n ein helpu ni i adolygu'r cynlluniau a gweld a oes ffyrdd y gallwn wneud mwy i leihau'r effeithiau.

Gall eich sylwadau chi ddylanwadu ar ein gwaith ni a gobeithio y byddwch yn cymryd rhan ac yn dweud eich dweud.

Rydym yn gofyn am sylwadau am yr holl waith y bwriadwn ei wneud, yn cynnwys:

- y llwybr manwl a lleoliad y peilonau
- y peilonau rhwyllwaith dur yr ydym yn bwriadu eu defnyddio

- ein gwaith yn twnelu o dan Afon Menai yn cynnwys adeiladau pen twnnel a chompowndiau pennau selio ar y naill ben a'r llall i'r twnnel
- estyniadau i'r is-orsafoedd presennol yn yr Wylfa a Phentir
- gwaith dros dro fel ierdydd adeiladu, manau ymuno â'r ffordd ac ardaloedd storio offer ar hyd y llwybr
- llwybrau i'w defnyddio i ddanfôn deunyddiau a chludo gwastraff i ffwrdd
- gwaith sgrinio a chamau lliniaru eraill
- unrhyw beth arall yr hoffech ei ddweud wrthym am ein gwaith hyd yma

Pwysig

Mae'n debygol mai hwn fydd ein hymgyngoriad olaf ar y cysylltiad cyfan ac felly mae'n bwysig bod pobl yn cyflwyno'u sylwadau i ni. Dyma'ch cyfle i ddylanwadu ar y ffordd rydym yn datblygu ein gwaith cyn i ni gyflwyno'n ceisiadau i'r cyrff perthnasol a bydd yr holl ymateb a gawn yn cael ei ystyried yn ofalus.

Sut i gyflwyno'ch ymateb

Gallwch anfon eich sylwadau atom mewn sawl ffordd:

- llenwi ffurflen sylwadau ar lein neu lawrlwytho un a'i hanfon atom: www.cysylltiadgogleddcymru.com
- gofyn i'n tîm am ffurflen sylwadau neu godi ffurflen yn un o'n digwyddiadau neu bwynt gwybodaeth
- ysgrifennu atom yn ein cyfeiriad rhabost: Freepost National Grid NW Connection
- neu ebostio: nationalgrid@cysylltiadgogleddcymru.com

Mae ein tîm cysylltiadau cymunedol ar gael i ateb eich cwestiynau hefyd: 0800 990 3567.

Byddwch mor fanwl ag y gallwch. Os credwch bod ffyrdd y gallwn newid y cynlluniau i leihau'r effeithiau eto, dywedwch sut, ac yn bwysig, dywedwch pam.

Mae gennych tan 16 Rhagfyr 2016 i anfon eich ymateb atom ac edrychwn ymlaen at dderbyn eich sylwadau.



Ymgynghori ar Wylfa Newydd

Mae Pŵer Niwclear Horizon yn ymgynghori ar ei gynlluniau ar gyfer Prosiect Wylfa Newydd rhwng 31 Awst a 25 Hydref.

Os hoffech wybodaeth am ymgynghoriad Pŵer Niwclear Horizon, gallwch gysylltu â'u tîm cysylltiadau cymunedol nhw ar 0800 954 9516 neu fynd i'w gwefan consultation.horizonnuclearpower.com/hafan.

Mae ymgynghoriad Horizon ar wahân i'n hun ni. Mae llinell amser ar dudalen 65 a fydd yn eich helpu i weld sut y mae ein dau brosiect yn rhyngweithio.

Defnyddio'ch ymateb a beth sy'n digwydd nesaf

Ar ôl yr ymgynghoriad, byddwn yn adolygu ein cynlluniau yng ngoleuni'r ymateb a gafwyd i weld a oes ffyrdd y gallwn eu gwella.

Yn ogystal, byddwn yn:

- parhau i drafod defnydd tir a hawliau mynediad gyda pherchnogion tir
- ystyried sut y gellir trefnu'r drafnidiaeth a gwneud y gwaith adeiladu, ac yn edrych ar gyfleoedd i leihau effeithiau hyn ar yr ardal. Byddwn bob amser yn sicrhau bod modd mynd a dod i gartrefi ac ati yn ystod gwaith adeiladu
- ystyried y gofynion terfynol ar gyfer clirio coed a chloddiau a sut i reoli effeithiau hyn, yn cynnwys gwaith adfer
- ystyried effaith weledol y cysylltiad er mwyn penderfynu pa gamau eraill y gall fod angen eu cymryd i liniaru'r sefyllfa. Gallai hyn gynnwys gwaith tirlunio neu blannu
- edrych yn ofalus ar effeithiau'r cysylltiad arfaethedig ar yr ardal ac a oes angen cymryd camau i liniaru'r sefyllfa
- cynnal rhagor o arolygon peirianegol

Ein ceisiadau

Pan fyddwn yn fodlon bod y cynlluniau'n barod, byddwn yn paratoi ein ceisiadau i'r cyrff perthnasol. Bydd hyn yn cynnwys Adroddiad ar yr Ymgynghoriad, i esbonio beth yr ydych wedi'i ddweud wrthym a sut yr ydym wedi talu sylw i'ch barn chi, a Datganiad Amgylcheddol, i esbonio effeithiau amgylcheddol tebygol ein cynigion.

Yna, byddwn yn cyflwyno ein ceisiadau i'r cyrff perthnasol. Disgwylwch mai tua diwedd 2017 y bydd hyn, yn dibynnu ar ganlyniad yr ymgynghoriad.

Ar hyn o bryd, disgwylwch mai i'r Ysgrifennydd Gwladol dros Fusnes, Ynni a Strategaeth Ddiwydiannol, trwy'r Arolygiaeth Gynllunio, y gwneir y ceisiadau am y cysylltiad.

Mae'r broses gynllunio yn rhoi rhagor o gyfleoedd i bobl gyflwyno'u sylwadau i'r cyrff sy'n penderfynu fel y gellir ystyried y rhain ochr yn ochr â'n ceisiadau ni.

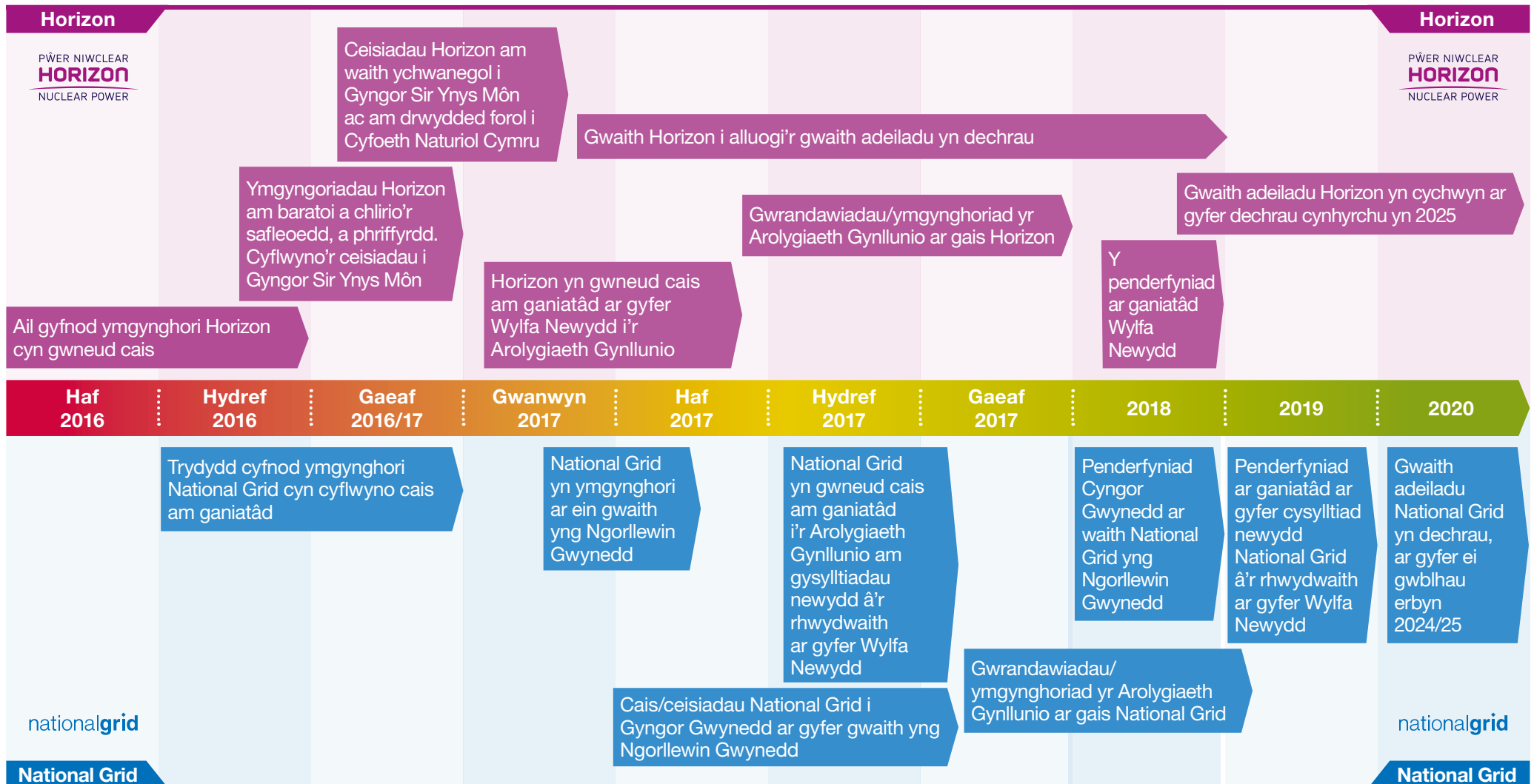
Byddwn yn cyhoeddi rhagor o wybodaeth am y broses ymgeisio wrth i'n gwaith symud ymlaen. Yn y cyfamser, cewch ragor o wybodaeth am y broses gynllunio ar y gwefannau isod:

infrastructure.independent.gov.uk/cy/ – y broses ar gyfer ystyried ceisiadau am ganiatâd datblygu ar gyfer Prosiectau Seilwaith Cenedlaethol eu Harwyddocâd (fel llinellau uwch ben).

planningportal.co.uk/wales_cy – y broses ar gyfer ystyried ceisiadau gynllunio i awdurdod cynllunio lleol.

Os cymeradwyr ein ceisiadau, byddem yn disgwyl dechrau ar y gwaith adeiladu yn 2019. Credwn y bydd yn cymryd pedair neu bum mlynedd i adeiladu a phrofi'r cysylltiad, a mwy o amser i adfer y tir ar gyfer y defnydd a wnaed ohono cynt.

Llinell amser y prosiect



Ffin arfaethedig y prosiect

Wrth gyflwyno ein ceisiadau, bydd angen i ni gynnwys yr holl ddarnau tir y bydd arnom eu hangen i adeiladu'r cysylltiad.

Bydd hyn yn cynnwys seilwaith parhaol, fel peilonau. Bydd hefyd yn cynnwys gwaith dros dro fel ffyrdd mynediad, ierdydd gwaith a safleoedd adeiladu o gwmpas ein seilwaith. Mae hyn yn golygu na fydd seilwaith parhaol ar yr holl dir sydd y tu mewn i 'ffin arfaethedig y prosiect'.

Gan fod ein gwaith mor gymhleth, mae ein ceisiadau yn aml yn cynnwys llawer o wahanol agweddau, yn cynnwys:

- Peilonau
- Ardaloedd storio offer ac ardaloedd gweithio, yn cynnwys y tir o gwmpas pob peilon
- Pridd wedi'i godi a lle i storio pridd a'i waredu
- Compowndiau pennau selio, yn cynnwys nenbontydd
- Offer sy'n gysylltiedig â'r twnnel yn cynnwys adeiladau pen twnnel
- Unrhyw waith dros dro, yn cynnwys ierdydd gwaith (cabanau lles a diogelwch a llefydd parcio), gwaith lefelu tir, ffensys, sgaffaldau, craeniau, pyst marcio ac arwyddion
- Ffydd mynediad dros dro o ffyrdd cyhoeddus
- Rheoli traffig, yn cynnwys dargyfeiriadau a chau ffyrdd dros dro
- Gwelliannau parhaol a dros dro i ffyrdd cyhoeddus
- Gwaith plannu a chlirio llystyfiant

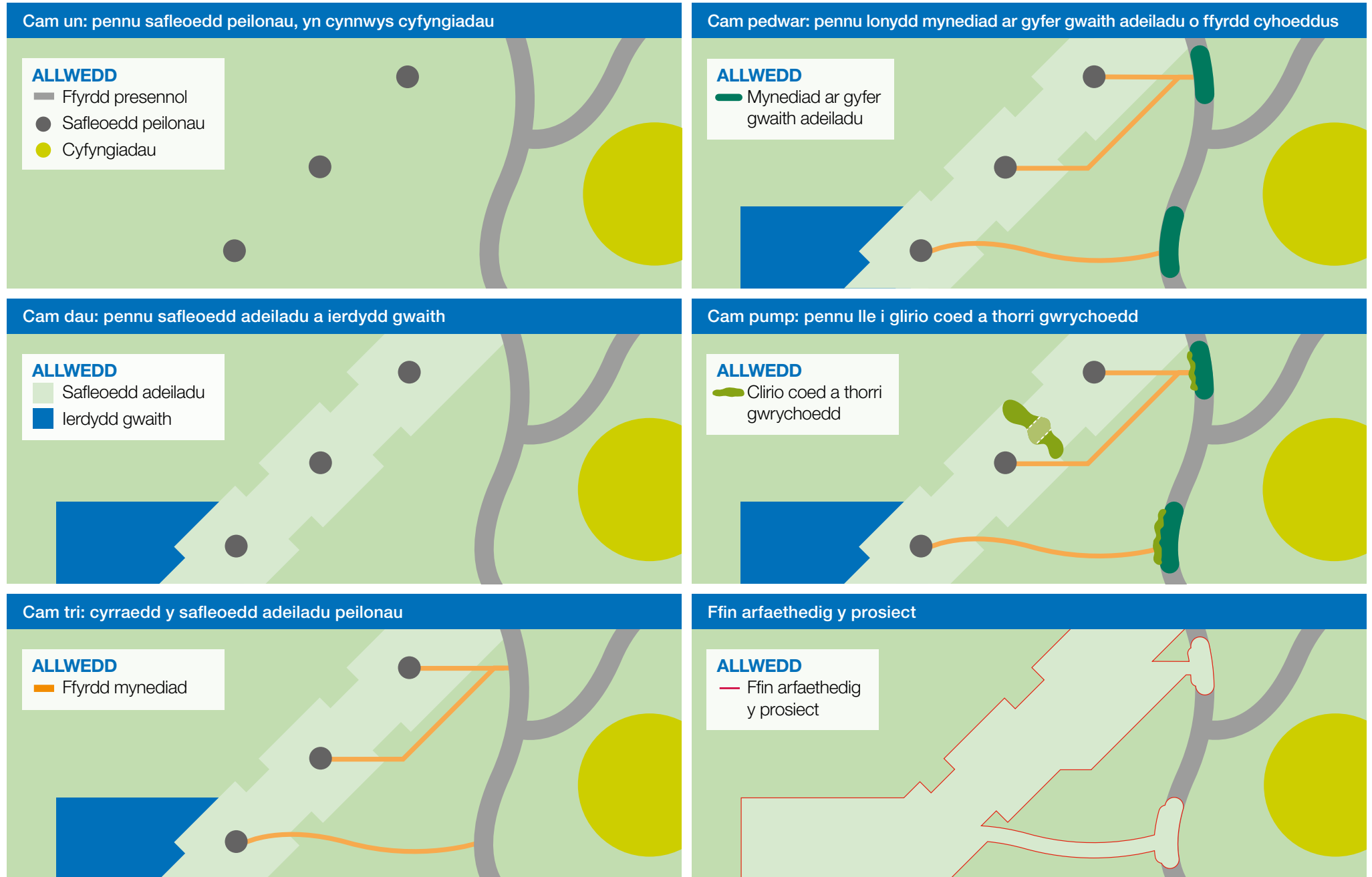
- Dargyfeirio cyfleustodau a gwaith draenio
- Unrhyw waith i warchod yr amgylchedd a lleihau'r effeithiau arno
- Ffyrded mynediad parhaol i gompowndiau pennau selio
- Offer monitro, yn cynnwys monitro ansawdd dŵr

Datblygwyd ffin sydd yn cymryd yr holl elfennau hyn i ystyriaeth ac fe'i dangosir ar y mapiau sy'n rhan o'r ymgynghoriad hwn. Fel rheol, cyfeirir at y ffin hon fel 'ffin arfaethedig y prosiect' neu'r 'ffin llinell goch'. Mae'n dangos yr ardal gyfan lle bwriadwn wneud gwaith – gwaith dros dro a gwaith parhaol.

Yn ogystal, mae'n ofynnol i'r ffin gynnwys yr holl dir y mae angen mynediad iddo ar gyfer y gwaith adeiladu ac ar gyfer gweithredu'r cysylltiad.

Gan fod angen cynnwys yr holl elfennau hyn, mae'n ymddangos yn aml bod siâp rhyfedd ar ffin arfaethedig y prosiect ac, mewn rhai manau, mae'n ymestyn beth ffordd o'r manau lle bwriedir rhoi offer parhaol fel rhan o'r cysylltiad.

Mae'r darlun hwn yn dangos sut rydym yn paratoi ffin arfaethedig prosiect a'r mathau o weithgareddau y disgwylwn y byddant yn digwydd oddi mewn iddi.



Cael gwybod rhagor

Mae rhagor o wybodaeth am ein gwaith a'r ymateb a gawsom gennych chi i'w gweld yn y dogfennau a ganlyn.

Mae copïau o'n holl ddogfennau ymgynghori a'n dogfennau technegol i'w gweld mewn nifer o ganolfannau cyhoeddus (gweler tudalen 69). Mae ein dogfennau i gyd ar gael ar ein gwefan, neu gallwch ein ffonio ac fe anfonwn gopi atoch.

Dogfennau ymgynghori:

- **Datganiad Ymgynghori Cymunedol (SoCC):** mae'n esbonio ein hymgyngoriad a sut y gall pobl gymryd rhan
- **Ffurflen ymateb, Hydref 2016:** i chi ei llenwi. Mae'n esbonio beth yr ydym yn gofyn am ymateb iddo yn y cyfnod ymgynghori hwn
- **Cwestiynau ac Atebion, Hydref 2016:** mae'n rhoi atebion i rai cwestiynau posibl am gyfnod diweddaraf y prosiect
- **Newyddion y Prosiect, Hydref 2016:** mae'n cyflwyno'r ymgynghoriad ac yn cynnwys map mawr y gallwch ei agor sy'n dangos y llwybr

Dogfennau technegol:

- **Preliminary Environmental Information Report (PEIR) a'r Crynodeb Annechnegol:** mae'r adroddiad hwn yn esbonio ein hasesiadau cychwynnol o natur a maint effeithiau amgylcheddol tebygol ein cynlluniau
- **Preferred Route Option Selection Report:** mae'n esbonio pam y dewisom y llwybr yr ydym yn ei ffafrio
- **Draft Route Alignment Report:** mae'n esbonio pam rydym wedi dewis y llwybr manwl hwn ar gyfer y cysylltiad newydd ac ar gyfer lleoli'r peilonau
- **Menai Strait Crossing Report:** mae'n esbonio'r opsiynau a ystyriwyd ar gyfer croesi Afon Menai a pham rydym wedi dewis twunnel. Mae hefyd yn esbonio pam rydym wedi dewis lleoliadau'r compowndiau pennau selio a'r adeiladau pen twunnel.
- **Project Need Case, 2016:** mae'n esbonio pam y mae angen prosiect Cysylltiad Gogledd Cymru a'r gwaith y mae angen i ni ei wneud
- **Strategic Options Report, 2015 and Update 2016:** mae'n esbonio rhagor am y dewisiadau yr ydym wedi edrych arnynt ar gyfer y cysylltiad

Dogfennau defnyddiol eraill:

- **Ffilmiau gyrru trwodd:** yn defnyddio delweddu 3D i deithio trwy rhannau o'r llwybr, gyda rhywun yn esbonio'r cynlluniau
- **Ffilmiau gyda thîm y prosiect:** lle mae aelodau o dîm y prosiect yn sôn am eu meysydd arbenigol
- **Feedback Report, Mai 2016:** mae'n rhoi crynodeb o'r holl themâu a godwyd gennych yn ystod ein hail ymgynghoriad a'n hymateb ni iddynt
- **Agricultural and Farming Frequently Asked Questions:** atebion i gwestiynau cyffredin a ofynnir i ni am ffermio, amaethyddiaeth a sut rydym yn cydweithio â pherchnogion tir
- **Electric and Magnetic Field – The Facts:** mae'n rhoi rhagor o wybodaeth am Feysydd Trydan a Magnetig
- **A study into the effect of National Grid major infrastructure projects on socio-economic factors:** astudiaeth annibynnol i edrych ar effeithiau ein gwaith ar fusnesau mewn ardaloedd lle rydym wedi adeiladu cysylltiad newydd
- **Our approach to the design and routing of new electricity transmission lines:** mae'n nodi sut yr

ydym yn pennu'r dechnoleg a'r lleoliad mwyaf addas ar gyfer unrhyw lwybr newydd i drawsyrro trydan

- **Our transmission infrastructure and its effect on local people, communities and the local economy:** mae'n rhoi wybodaeth am y ffordd rydym yn ystyried pobl a chymunedau lleol wrth ddatblygu prosiectau seilwaith newydd
- **Overhead line construction/refurbishment:** gwybodaeth i ddweud sut yr ydym yn adeiladu ac yn adnewyddu llinellau uwch ben
- **Rheolau Holford:** canllawiau yr ydym yn eu dilyn ar gyfer pennu llwybrau llinellau uwch ben foltedd uchel
- **Rheolau Horlock:** canllawiau yr ydym yn eu dilyn wrth leoli is-orsafoedd newydd
- **Undergrounding – the technical issues:** gwybodaeth am y materion technegol sy'n gysylltiedig â llinellau trawsyrro tanddaear foltedd uchel
- **National Grid and the electricity industry:** y rhan yr ydym ni'n ei chwarae yn y diwydiant trydan a sut yr ydym yn gweithredu'r rhwydwaith trydan yng Nghymru a Lloegr

Canolfannau gwybodaeth a mannau cyfeirio

Yn ein canolfannau gwybodaeth, fe gewch gopiâu o'n deunyddiau cymunedol i fynd adref gyda chi. Mae'r rhain yn cynnwys Newyddion y Prosiect, y Trosolwg, y Ffurflen Ymateb a'r ddogfen Cwestiynau ac Atebion.

Ynys Môn

Llyfrgell Amlwch ✨

Lôn Parys, LL68 9AB

Llyfrgell Biwmares ✨

Canolfan David Hughes, Biwmares, LL58 8AL

Y Ganolfan Brynsiencyn

LL61 6HZ

Canolfan Gymunedol Brynteg

LL78 8JN

Llyfrgell Cemaes ✨

Lôn Glascoed, Cemaes, LL67 0HN

Canolfan Esceifiog

Gaerwen, LL60 6DD

Llyfrgell Caergybi ✨

Newry Fields, LL65 1LA

Swyddfeydd Cyngor Sir Ynys Môn ✨

Llangefni, LL77 7TW

Neuadd y Plwyf Llandegfan

LL59 5UL

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

Gwynedd

Llyfrgell Bangor ✨

Ffordd Gwynedd, LL57 1DT

Llyfrgell Caernarfon ✨

Allt Pafiliwn, LL55 1AS

Neuadd Bentref Rhiwlas

LL57 4GA

Copiâu cyfeirio:

Mae copiâu cyfeirio o'n holl ddeunyddiau ymgynghori, yn cynnwys yr adroddiadau technegol a'r planiau ar gael ym mhob un o'r canolfannau a nodir â seren (✨), yn ogystal ag yn y canolfannau cyhoeddus isod:

Ynys Môn

Canolfan Fusnes Môn

Parc Busnes Bryn Cefni, Llangefni, LL77 7XA

Gwasanaeth Cynllunio Cyngor Môn

Swyddfeydd y Cyngor, Cyngor Sir Ynys Môn, Llangefni, LL77 7TW

Llyfrgell Benllech

Bangor Road, LL74 8TF

Gwynedd

Siop Gwynedd

Prif Swyddfafa Cyngor Gwynedd, Stryd y Castell, Caernarfon, LL55 1SE

Digwyddiadau ymgynghori a siarad â'n tîm

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

Bydd aelodau timau prosiectau Pŵer Niwclear Horizon a Greenwire yn rhai o'n digwyddiadau cymunedol hefyd.

Digwyddiadau Cymunedol

Tîm mawr a gwybodaeth fanwl yn cynnwys sut y gallai'r llwybr edrych.

Dydd Mercher 26 Hydref, 1.30pm-7.30pm

Neuadd Bentref Talwrn, LL77 7ST

Dydd Gwener 28 Hydref, 1.30pm-7.30pm

Ysgol Llanfairpwll, Ffordd Caergybi, LL61 5TX

Dydd Gwener 04 Tachwedd, 1.30pm-7.30pm

Gwesty Tre-Ysgawen, Capel Coch, LL77 7UR

Dydd Sadwrn 05 Tachwedd, 10am-4pm

Neuadd Gymuned Ysgol Rhosybol, LL68 9PP

Dydd Sadwrn 12 Tachwedd, 10am-4pm

Ysgol Gymuned Llanfechell, LL68 0SA

Dydd Mawrth 15 Tachwedd, 1.30pm-7.30pm

Neuadd y Penrhyn, Tan y Fynwent, Bangor, LL57 1NW

Digwyddiadau Cerbyd

Tîm llai yng nghanerbyd yr ymgynghoriad a gwybodaeth fanwl yn cynnwys sut y gallai'r llwybr edrych.

Dydd Iau 27 Hydref, 12pm-2.30pm

Maes parcio Lôn Glascoed, Cemaes, LL67 0HN

Dydd Sadwrn 29 Hydref, 12pm-2.30pm

Maes parcio Llys Menai, Ffordd y Ffair, Porthaethwy, LL59 5QW

Dydd Mawrth 01 Tachwedd, 12pm-2.30pm

Maes parcio Caffi Stesion y Llan, Llannerch-y-medd, LL71 8EU

Dydd Iau 03 Tachwedd, 12pm-2.30pm

Maes parcio Lôn y Felin, Llangefni, LL77 7RT

Dydd Mawrth 08 Tachwedd, 11am-1pm

Tŷ Menai, Parc Menai, LL57 4HJ

Dydd Mawrth 08 Tachwedd, 2.30pm-4.30pm

Maes parcio Pringles, Llanfair Pwll, LL61 5UJ

Dydd Mercher 09 Tachwedd, 12pm-2.30pm

Maes parcio'r Co-op, Amlwch, LL68 9AL

Dydd Iau 10 Tachwedd, 12pm-2.30pm

Maes parcio Lôn y Felin, Llangefni, LL77 7RT

Dydd Gwener 11 Tachwedd, 12pm-2pm

Maes parcio Tesco Extra, Bangor, LL57 4SU

Gwib-ddigwyddiadau

Dau o'n tîm a chyfle i gasglu tipyn o wybodaeth.

Dydd Mercher 02 Tachwedd, 2pm-4.30pm

Pontio, Prifysgol Bangor, LL57 2TQ

Dydd Mercher 09 Tachwedd, 5.30pm-7.30pm

Galeri Caernarfon, Doc Fictoria, LL55 1SQ

Dydd Iau 10 Tachwedd, 5pm-7.30pm

Canolfan Hamdden David Hughes, Porthaethwy, LL59 5SS

Dydd Gwener 11 Tachwedd, 4pm-6.30pm

Canolfan Hamdden Plas Arthur, Llangefni, LL77 7QX



Peidiwch â cholli'r newyddion:



Dilynwch ni ar Twitter i gael y newyddion a'r lluniau diweddaraf:
@NGNorthWales



Cofrestrwch i gael negeseuon yn syth i'ch ffôn:
Tecstiwch **NGCYM** i **80800**



Cofrestrwch i gael newyddion yn syth i'ch mewnflwch:
www.cysylltiadgogleddcymru.com

Cysylltwch â ni:



Ewch i wefan y prosiect yn:
www.cysylltiadgogleddcymru.com



Anfonwch neges ebost i:
nationalgrid@cysylltiadgogleddcymru.com



Ffoniwch ein rhif rhadffôn:
0800 990 3567 9am - 5pm Llun-Gwener neu gadewch neges y tu allan i'r oriau hynny



Ysgrifennwch i'n cyfeiriad rhadbost:
FREEPOST NATIONAL GRID NW CONNECTION

6.2.25

Appendix 25

Stage Three Consultation Questions and Answers (English)

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Questions and Answers

North Wales Connection Project – connecting new low carbon energy in North Wales

October 2016

Here you can find answers to some of the questions you might have about our latest stage of consultation and our proposals. You may also like to watch the interviews on our website, where our project team answer some of your most common questions.

There are lots of other useful sources of information where you can find out more about our proposals and see what the new connection could look like. These are all listed on the back page together with details of how you can contact us.

Consultation

Q Why is this consultation important and what are you asking for feedback on?

A This is likely to be our last consultation on the whole connection so it's really important you take part so your views can be considered.

This stage of consultation **is open from 5 October to 16 December 2016**. We'd like to hear your views on our detailed proposals for a second connection from Wylfa to Pentir. Tell us what you think of:

- the detailed route and the location of pylons
- the steel lattice pylon design we are proposing
- our work to tunnel under the Menai Strait including tunnel head houses and sealing end compounds at either end of the tunnel
- extensions to the existing substations at Wylfa and Pentir
- temporary works such as construction compounds, road access points and lay-down areas to store equipment along the route
- transport routes for the delivery of materials and removal of waste
- screening and other mitigation measures
- anything else you want to tell us about our work so far

Please give us as much detail as you can. If there are things you think we should do, let us know why.

Q How can I take part?

A There are lots of ways you can provide us with your feedback:

- **Fill out a feedback form online**
- **Give us a call and we can post you a feedback form**
- **Send us an email or write to our freepost address**
- **Pick up a feedback form at one of our events or our information points**

Please give us as much detail as you can. If you think there are ways we can change the proposals to reduce the effects further, tell us how, and importantly, tell us why. All our contact details are on the back page.

You have until 16 December 2016 to send us your feedback and we look forward to receiving your comments.



More information

In our Overview document you'll find more information about the route we've chosen and visualisations of what the connection could look like.

See back page for details.

Questions and Answers

Consultation

Q Do you really consider my feedback?

A Absolutely. Your feedback's really important. It's influenced our proposals at every stage of this project and will continue to do so for this consultation.

In our Overview document you can read more about your feedback and how it's helping to shape our project.

But consultation is not just about choosing the most popular option. We have to consider your feedback alongside a lot of other important factors, including 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 UK government who decides if we've got that balance right. Where we've not been able to take on board your suggestions, we've always explained why.

Q Will you respond directly to my feedback?

A Because we get such high volumes of feedback during consultation 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 Consultation Report that will form part of our application for consent. This will give you a chance to see what everyone has told us and how we've taken it into account.

Our proposals

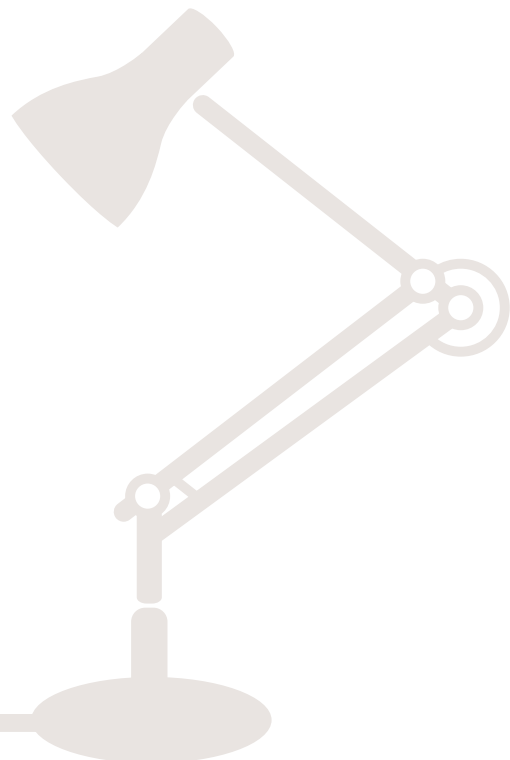
Q What's new about your proposals for this consultation?

A You can now see detailed proposals showing what the second connection could look like, including locations of pylons and a tunnel under the Menai Strait.

We've chosen a tunnel as the best way to go under the Menai Strait and identified areas where we could put the equipment we need to change from overhead to underground. At around 4km long, the tunnel is beyond the Area of Outstanding Natural Beauty (AONB) and means our equipment is further back from the coast and further away from communities.

The route for the new overhead line is close to the existing line. This means we can take a direct route, keeping away from larger communities and avoiding putting pylons into new areas. We've also chosen a similar lattice pylon as the existing line. We think this is the best option to reduce visual effects as it won't introduce contrasting shapes into the landscape.

We think our proposals are the best way to keep effects on the landscape, tourism, communities, cultural heritage and the wider environment as low as we can, while also providing a connection that offers value for bill payers.



Our proposals

Q How have you considered the impact your work could have on tourism?

A We fully recognise how important tourism is to the region and the economy, and it's something we've considered at every stage of our work.

By keeping the second line close to the existing line, we stay 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.

At the Menai Strait, our choice of a tunnel extends inland away from the coastal area. This means we are outside the AONB and away from Plas Newydd and the Vaynol Estate – all areas that are popular with visitors.

To help us understand more about the impact of new connection projects on local businesses, especially those that rely on tourism, we commissioned a UK-wide independent survey: '[A study into the effect of National Grid major infrastructure projects on socioeconomic factors](#)'.

This found that 93 percent of people felt there had been no negative impact on their business as a result of new infrastructure, and 83 percent of people felt there had been no impact on the local area as a result of new infrastructure. Copies of the report are available on our website.

Q Why do you need a second connection, can't you use the existing line?

A Wylfa Newydd will generate nearly three times as much power as the existing Magnox power station.

To carry all that power securely to the homes and businesses that need it, we need to use the existing line and build a second connection. Wylfa Newydd will use both lines.

Q Why can't you put the whole connection underground?

A We know many people would prefer us to put the whole connection underground and we have looked carefully at this option.

We recognise the visual benefits of putting the whole connection underground, but this needs to be balanced alongside other considerations like cost.

Putting the whole connection underground between Wylfa and Pentir would cost over one billion pounds. This is hundreds of millions of pounds more expensive than our preferred option. We have to make sure our work offers value for money because our costs are passed on to all of us through our energy bills.

Underground construction is also very disruptive and needs a continuous working width of typically 65m, about the width of a football pitch. This is likely to have more effect on cultural heritage, ecology, archaeology and land use when compared to building pylons.

Because of the cost and technical considerations we only typically put underground cables in areas that are protected by designations such as AONBs, like the Menai Strait, or very visually sensitive areas such as the Glaslyn Estuary in Porthmadog.

Q Why can't you put the existing line at the Menai Strait in the same underground tunnel you are digging for the new one?

A When a new electricity generator asks to connect our network we must develop that connection in line with a number of conditions that are set and regulated by the government. This includes providing a connection that meets the generator's needs and that offers value for money for consumers, as the costs of the connection are passed on to all of us in our electricity bills. Because of these conditions, we can't extend our project beyond the work that's needed to connect the new energy generator. In North Wales, this means we're not able to fund undergrounding of the existing line as part of the project as it's not a necessary part of making the new connection for Wylfa Newydd.

But we know how valued the Menai Strait and Anglesey AONB are which is why we've committed to undergrounding the new connection here.



More information

On our website, you can watch 3D drive-throughs along different roads near the route.

See back page for details.

Questions and Answers

Our proposals

Q Can't you use the old underground oil pipeline?

A We've looked at the possibility of putting the connection inside the pipeline. Our connection has very different requirements and the existing pipeline is not big enough to allow us access and install all the cables we'd need.

We wouldn't be able to carry out maintenance or repairs in a pipeline of this size and the heat generated by the cables wouldn't have room to disperse properly.

Q You're taking down pylons in Snowdonia and putting the line underground, why can't you do the same on Anglesey?

A The work to put some of the overhead lines underground near Porthmadog is being looked at as part of the Visual Impact Provision Project (VIP). The project has a £500 million allowance made available by Ofgem to reduce the visual impact of sections of overhead lines in some of our most sensitive landscapes.

The overhead lines in Snowdonia were put up in the 1960s. Planning guidance was very different then and the priority was getting power to homes and businesses.

The Menai Strait is an example of a really sensitive and highly valued landscape which we cannot avoid. That's why we've committed to putting the second connection underground here.

Q Why aren't you putting the current overhead line across the Menai Strait underground as part of the VIP project?

A The VIP project has been led by its independent Stakeholder Advisory Group which includes representatives from organisations including the CPRW, Cadw, Natural Resources Wales, National Parks Wales, Natural England, National Trust and Visit Wales.

To decide which shortlisted locations were taken forward, each one went through a detailed review and analysis process. The line in Snowdonia, near Porthmadog was one of the projects taken forward because it falls within a National Park.

Q The Welsh Government is looking into a third bridge across the Menai Strait. Can't you put the connection on this?

A We have been in discussions for some time with the Welsh Government to understand its plans for a third Menai Bridge. As these plans develop, we'll continue to review our proposals. But until there is a final design with funding and permission confirmed for the third Menai Bridge project, we have to progress with our current proposals to connect Wylfa Newydd.

Q If more energy generation is proposed, will you need a third line of pylons?

A There is nothing to suggest a third connection is needed.

We're only able to consider energy generation for projects that have a connection agreement with us. If there is more energy generation in North Wales and more developers approach us for connection agreements, we would then need to look at the best way of connecting that energy to the electricity network. All the energy currently being proposed can be accommodated on the existing overhead line and the second connection that we are proposing.

Q What does it mean now that Orthios has a connection agreement with you?

A In December 2015 Orthios completed the purchase of the Anglesey Aluminium works on Anglesey.

The Orthios Eco Park will include a biomass power station and it now has a connection agreement with us to supply the power it will generate to the national electricity grid.

The biomass power plant will generate a much smaller amount of power than Wylfa Newydd so we'll only need to do a small amount of work to accommodate this extra power. This will include some additional equipment at our Wylfa substation and some work on the existing 132kV overhead line from Holyhead to Wylfa.

More information

At our events, you can talk to our team and see a 3D model of the whole connection, which will help show you what it could look like.

See back page for details.

Construction and transport

Q How long will it take to build the connection?

A In total, we think the construction stage would take four to five years, with additional time to undertake planting and other measures to help restore the land.

We are likely to be working on different sections along the route at different times so wouldn't be working on the whole connection all of this time. Some sections we will start and finish earlier on in the construction process, while others we will start and finish towards the end. Given its complexity, the tunnel will take the longest to build and we will be working on this throughout the construction stage.

Q What roads will construction traffic use and how will you reduce the risk of congestion?

A To provide access for vehicles, we're proposing to use the A55, A5, and A5025 as these are the main roads which are closest to our work. We'll also need to use suitable smaller rural roads off the main road network so we can get to the sites where we'll build our equipment.

Most of the equipment we need will be transported on lorries (HGVs). We'll also need vans and cars to take workers to and from site. Some larger vehicles will be required to deliver specific materials, such as the cables for the tunnel, which come on large cable drums.

In order to identify suitable construction traffic routes, we've considered how we can best reduce effects on all road users, including local people and tourists.

We're working closely with local county councils, North and Mid Wales Trunk Road Agency, Welsh Government and other relevant bodies to get their feedback on which routes would offer the best opportunities to reduce effects on the area.

Q What construction traffic will there be from your work at the Menai Strait?

A To dig the tunnel, we will need some specialist equipment. Some of this equipment needed is large and heavy and may require larger vehicles to deliver it and take it away from the tunnel site. These vehicles would be larger and move much slower when compared to normal HGVs and for safety purposes may require escort vehicles. However, we would only need a small number of these.

To construct the tunnel, we will need to remove many thousands of tonnes of rock and soil. We will also need to deliver lots of materials to site such as aggregates and concrete linings. This will require a lot of HGV journeys to and from the tunnel site. However, the tunnel construction will take place over a number of years and the number of HGV journeys each day will be spread out.

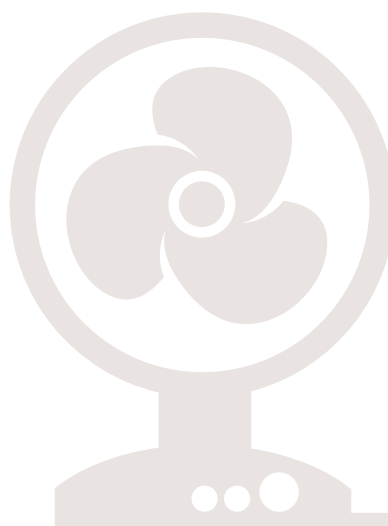
To further help reduce any inconvenience for local road users, we would also look at a number of measures. These would include, for example, timing restrictions on journeys to avoid busy periods such as the morning and afternoon rush hours.



More information

You can also watch interviews on our website, where our project team answer some of your most common questions.

See back page for details.



Questions and Answers

Land and compensation

Q When do you pay compensation to people for the work you carry out?

A Where our equipment directly crosses private property, we enter into a legal agreement with the landowner for which one off or annual payments are made in exchange for land use and access for maintenance.

Q Is there compensation if there is an impact on house prices?

A When we develop a new connection, we always try to avoid communities and individual properties as much as possible. We talk regularly with local residents so their comments can influence the design of the new connection and to help reduce any uncertainty. We also carry out regular reviews of our design to assess what effects there may be and if there are other options.

We've worked hard to do this in developing the second connection for Wylfa Newydd and feel the design we've put forward limits the number of properties close to our work. We only pay compensation if our equipment is placed on land or crosses it, but we know that people have concerns about the effect of our work on property. We're committed to continuing to work with property owners to see if there are ways to further reduce any effects of our proposals. We're always happy to hear from property owners and would encourage anyone with concerns regarding their property to talk to our team so your comments can be considered.



More information

Keep up to date with the latest project information by following us on Twitter or signing up to our free text alerts.

See back page for details.

EMFs

Q What are Electric and Magnetic Fields (EMFs)?

A Electric and Magnetic Fields (EMFs) are produced from all electrical equipment, including overhead lines and the electrical appliances you find in your home.

EMFs are around us wherever electricity is used. If a piece of equipment has a higher voltage, it will produce a bigger electric field. And if something has more current running through it, it will have a bigger magnetic field.

Q Do EMFs have any impacts on health?

A No negative health effects relating to exposure to EMFs have been found.

But, despite 30 years of research, there is still some uncertainty among scientists on this subject. We fully understand people may have concerns about EMFs and take this very seriously. We follow all guidance on safe levels of exposure to EMFs given by the government and independent organisations like the World Health Organization (WHO).

Making sure that the public, local communities and our employees are safe is at the heart of our work.



Supply chain, career and job opportunities

Q Will your work create any jobs or opportunities for local businesses?

A 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.

At National Grid, we work with some of the best companies, big and small, all around the UK, ensuring our work meets the high standards the country expects.

The scale of our projects means that there are great opportunities for local businesses while we're working in an area.

Whether it's subcontracting construction works, plant hire or accommodation and catering, our projects bring a positive boost to local economies. As well as benefits for businesses, this can also result in new job opportunities.

Q What opportunities are there for careers with National Grid?

A We want to inspire people in North Wales, and around the UK, to become the next generation of engineers. We also want to make a difference to the areas we work in by working closely with schools and youth groups.

Through school visits, our apprentice programme and educational resources we're enabling thousands of people to realise their potential in science, technology, engineering and mathematics (STEM) careers that will benefit them, their communities, our economy and all of society. We're already carrying out a range of activities with schools and community groups in North Wales.

Whether you're looking for an apprenticeship, you're a graduate or have already started your career; we're always looking for talented individuals to join our team. You can find out more at careers.nationalgrid.com

What happens next?

Q What happens after this stage of consultation?

A After the consultation, we'll review our proposals together with your feedback and our own assessments, including to see if there are ways we can further reduce the effects.

When we're happy the proposals are ready, we'll prepare our application and the supporting documents. These will include a Consultation Report, to explain how we've taken your views into account; and an Environmental Statement, which will explain the likely environmental effects of our proposals.

We will then submit our application to the Secretary of State for Business, Energy and Industrial Strategy, via the Planning Inspectorate. We expect this to be in late 2017, depending on the outcome of the consultation.

Q If Wylfa Newydd is delayed, would your project be delayed?

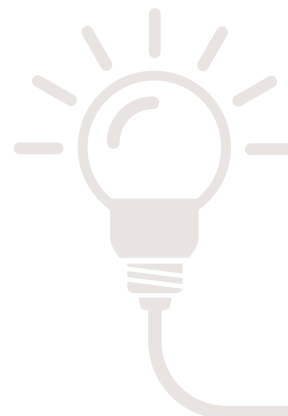
A We're only able to plan for the timescales that we have available. Horizon plans for Wylfa Newydd to start generating electricity by the mid 2020s so we have to be ready to provide a connection by then.

If for any reason Horizon's timescales changed, we would need to review our own timescales in co-ordination with them.

More information

On our website you can see 360 degree viewpoints of what the connection will look like at different points along the route.

See back page for details.



Find out more

There are lots of ways you can find out more information and see what the second connection could look like. All of our documents are on our project website together with details of our events.

Consultation documents and information

- **Events** – at our events you can talk to the team and ask any questions you have. We also have a computer 3D model so you can see what the second connection could look like, and 3D headsets to give you a ‘human-eye’ view of the connection.
- **Overview** – this is a really helpful document to have when completing your feedback form. It provides a complete overview of the project so far, how your feedback has helped us develop our proposals and a detailed guide to our latest proposals. It also contains computer generated imagery that shows what the new second connection could look like from important local viewpoints and villages.
- **3D drive-throughs** – these short informative films drive you along different roads close to the route and show you what you could see when the new connection is built. You can watch them on our website or at one of our events.
- **Website** – our website contains useful information, photos and films that will let you see what the second connection could look like. It contains an interactive map of our latest proposals and interviews with the project team who talk about their work and answer your most common questions.

Technical documents

- **Preliminary Environmental Information Report (PEIR)** – this report explains our initial assessments of the nature and extent of the likely environmental effects of our proposals.
- **Preferred Route Option Selection Report** – explains why we’ve chosen our preferred route option.
- **Draft Route Alignment Report** – explains why we’ve chosen the detailed path for the new connection and location of pylons.
- **Menai Strait Crossing Report** – explains the options considered for crossing the Menai Strait and why we chose a tunnel. It also explains why we have chosen the locations for the sealing end compounds and the tunnel head houses.



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Send an email to:
nationalgrid@northwalesconnection.com



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



Write to our freepost address at:
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6.2.25

Appendix 25

Stage Three Consultation Questions and Answers (Welsh)

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Cwestiynau ac Atebion

Prosiect Cysylltiad Gogledd Cymru – cysylltu ynni newydd carbon isel yng Ngogledd Cymru

Hydref 2016

Yma cewch atebion i rai cwestiynau sy'n codi ynghylch ein cyfnod ymgynghori diweddaraf a'n cynlluniau. Efallai yr hoffech wyllo'r cyfweiliadau ar ein gwefan, lle mae tîm ein prosiect yn ateb rhai o'ch cwestiynau mwyaf cyffredin.

Mae llawer o ffynonellau gwybodaeth eraill lle gallwch ddysgu mwy am ein cynlluniau a gweld sut y gallai'r cysylltiad newydd edrych. Caiff y rhain i gyd eu rhestru ar y dudalen ôl gyda manylion sut i gysylltu â ni.

Yr ymgynghoriad

C Pam y mae'r ymgynghoriad hwn yn bwysig ac i beth y mae angen i ni ymateb?

A Mae'n debygol mai hwn fydd ein hymgyngoriad olaf ar y cysylltiad cyfan ac felly mae'n bwysig iawn eich bod yn cymryd rhan fel y gallwn ystyried eich barn.

Mae'r cyfnod ymgynghori hwn ar **agor rhwng 5 Hydref ac 16 Rhagfyr 2016**. Hoffem glywed eich barn chi am ein cynlluniau manwl ar gyfer ail gysylltiad rhwng yr Wylfa a Phentir. Dywedwch eich barn am:

- y llwybr manwl a lleoliad y peilonau
- dyluniad y peilonau rhwyllwaith dur yr ydym yn cynnig y dylid eu defnyddio
- ein gwaith yn twnelu o dan Afon Menai yn cynnwys adeiladau pen twnel a chompowndiau pennau selio ar y naill ben a'r llall i'r twnel
- estyniadau i'r is-orsafoedd presennol yn yr Wylfa a Phentir
- gwaith dros dro fel ierdydd adeiladu, manau ymuno â'r ffordd ac ardaloedd storio offer ar hyd y llwybr
- llwybrau i'w defnyddio i ddanfôn deunyddiau a chludo gwastraff i ffordd
- gwaith sgrinio a chamau lliniaru eraill
- unrhyw beth arall yr hoffech ei ddweud wrthym am ein gwaith hyd yma

Byddwch mor fanwl ag y gallwch. Os oes rhywbeth y credwch y dylem ei wneud, dywedwch pam.

C Sut allaf i gymryd rhan?

A Gallwch gyflwyno eich ymateb i ni mewn sawl ffordd:

- **Llenwi ffurflen ymateb ar-lein**
- **Ein ffonio a gallwn bostio ffurflen ymateb atoch**
- **Anfon neges ebost atom neu ysgrifennu i'n cyfeiriad rhadbost**
- **Cymeryd ffurflen ymateb yn un o'n digwyddiadau neu'n canolfannau gwybodaeth**

Byddwch mor fanwl ag y gallwch. Os credwch bod ffyrdd y gallwn newid y cynlluniau er mwyn lleihau'r effeithiau eto, dywedwch sut, ac yn bwysig, dywedwch pam. Mae ein manylion cysylltu ar y dudalen ôl.

Mae gennych tan 16 Rhagfyr 2016 i anfon eich ymateb atom ac edrychwn ymlaen at dderbyn eich sylwadau.



Rhagor o wybodaeth

Yn ein Trosolwg, fe gewch ragor o wybodaeth am y llwybr yr ydym wedi'i ddewis a lluniau gwneud yn dangos sut y gallai'r cysylltiad edrych.

Manylion ar y dudalen ôl.

Yr ymgynghoriad

C Ydych chi wir yn ystyried fy ymateb?

A Ydym, wir. Mae'ch ymateb chi'n bwysig iawn. Mae wedi dylanwadu ar ein cynlluniau ym mhob rhan o'r prosiect a bydd yn dal i wneud hynny trwy'r ymgynghoriad hwn.

Yn ein Trosolwg, gallwch ddarllen mwy am eich ymateb a sut y mae'n helpu i lunio ein prosiect.

Ond mae ymgynghori'n golygu mwy na dewis yr opsiwn mwyaf poblogaidd. Mae'n rhaid i ni ystyried eich ymateb ochr yn ochr â llawer o ffactorau pwysig eraill, yn cynnwys canllawiau cynllunio llywodraeth y Deyrnas Unedig a'r dyletswyddau a bennir gan ein rheoleiddiwr Ofgem.

Mae'r rhain yn sicrhau ein bod yn datblygu cynlluniau sy'n rhoi gwerth eu harian i ddefnyddwyr yn ogystal ag yn ystyried pobl, twristiaeth a'r amgylchedd.

Ein tasg ni yw canfod y cydbwysedd cywir rhwng yr holl ystyriaethau hyn ond, yn y pen draw, llywodraeth y Deyrnas Unedig fydd yn penderfynu a ydym wedi llwyddo. Os nad ydym wedi gallu derbyn eich awgrymiadau, rydym bob amser wedi esbonio pam.

C A fyddwch yn ymateb yn uniongyrchol i fy sylwadau?

A Gan ein bod yn cael cymaint o ymateb mewn ymgynghoriad, ni allwn ymateb yn uniongyrchol i bawb. Ond rydym yn edrych yn ofalus ar bob un darn o ymateb a gawn.

Caiff yr holl themâu a godir gennych eu cynnwys mewn Adroddiad ar yr Ymgynghoriad a fydd yn rhan o'n cais am ganiatâd. Bydd hyn yn rhoi cyfle i chi weld beth y mae pawb wedi'i ddweud wrthym a sut rydym wedi'i gymryd i ystyriaeth.

Ein cynlluniau

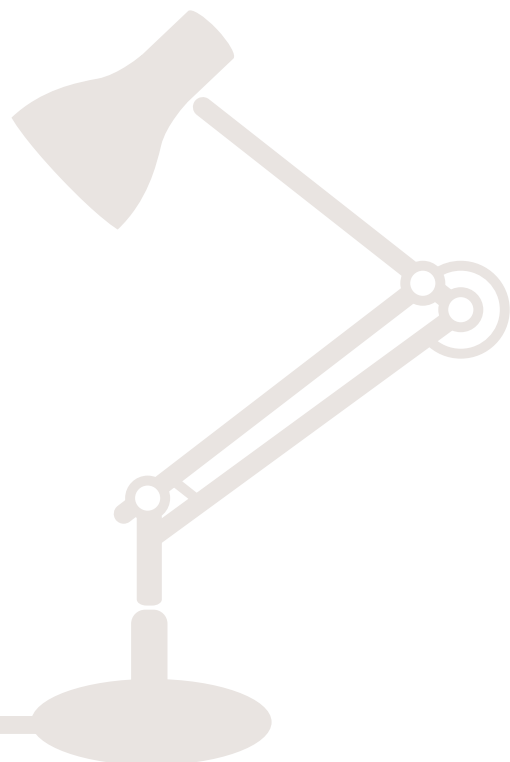
C Beth sy'n newydd am eich cynlluniau chi ar gyfer yr ymgynghoriad hwn?

A Yn awr, ceuwch weld cynlluniau manwl yn dangos sut y gallai'r ail gysylltiad edrych, yn cynnwys lleoliadau peilonau a thwnnel o dan Afon Menai.

Rydym wedi dewis twnnel fel y ffordd orau o fynd o dan Afon Menai ac wedi nodi lle galleu roi'r offer y mae arnom eu hangen i newid o linell uwch ben i gebl tanddaear. Mae'r twnnel, sydd tua 4km o hyd, yn mynd y tu hwnt i'r Ardal o Harddwch Naturiol Eithriadol (AHNE) ac mae'n golygu bod ein hoffer ni yn bellach o'r arfordir ac o gymunedau.

Mae llwybr y llinell uwch ben newydd yn agos at y llinell bresennol. Mae hyn yn golygu y gallwn gymryd llwybr uniongyrchol gan gadw draw o'r cymunedau mwyaf a pheidio â rhoi peilonau mewn ardaloedd newydd. Rydym wedi dewis peilon rhwyllwaith tebyg i'r rhai sydd yn y llinell bresennol. Credwn mai dyma'r dewis gorau i leihau effeithiau gweledol gan na fydd yn cyflwyno siapiau gwahanol i'r dirwedd.

Credwn mai ein cynlluniau ni yw'r ffordd orau o gael cyn lleied o effaith ag y bo modd ar y dirwedd, twristiaeth, cymunedau, y dreftadaeth ddiwylliannol a'r amgylchedd ehangach, gan sicrhau cysylltiad a fydd yn cynnig gwerth eu harian i'r bobl sy'n talu'r biliau.



Ein cynlluniau

C Sut rydych wedi ystyried effaith bosibl eich gwaith ar dwristiaeth?

A Rydym yn cydnabod yn llwyr pa mor bwysig yw twristiaeth i'r ardal ac i'r economi ac rydym wedi ystyried hyn ar bob cam o'n gwaith.

Trwy gadw'r ail linell yn agos at y llinell bresennol, rydym yn cadw draw o'r arfordir sy'n arbennig o boblogaidd gyda thwristiaid. Mae hefyd yn osgoi'r trefi a'r pentrefi mwyaf, safleoedd treftadaeth a thirweddau sy'n denu ymwelwyr.

Yn ardal Afon Menai, rydym wedi dewis twnnel a fydd yn ymestyn yn eithaf pell o'r arfordir. Mae hyn yn golygu y byddwn y tu allan i'r AHNE ac yn cadw draw o Blas Newydd a Stad y Faenol – pob un yn ardaloedd poblogaidd gydag ymwelwyr.

Er mwyn ein helpu i ddeall mwy am effaith prosiectau cysylltu newydd ar fusnesau lleol, yn enwedig rai sy'n dibynnu ar dwristiaeth, aethom ati i gomisiynu astudiaeth annibynnol ledled y Deyrnas Unedig. [‘A study into the effect of National Grid major infrastructure projects on socioeconomic factors’.](#)

Canfu'r astudiaeth bod 93 y cant o bobl yn teimlo nad oedd y seilwaith newydd wedi amharu ar eu busnes a bod 83 y cant o bobl yn teimlo nad oedd y seilwaith newydd wedi amharu ar yr ardal leol. Mae copïau o'r adroddiad i'w cael ar ein gwefan.

C Pam y mae arnoch angen ail gysylltiad? Allwch chi ddim defnyddio'r llinell bresennol?

A Bydd Wylfa Newydd yn cynhyrchu bron dair gwaith cymaint o ynni â'r atomfa Magnox bresennol.

Er mwyn cludo'r holl bŵer yn ddiogel i'r cartrefi a'r busnesau lle mae ei angen, bydd gofyn i ni ddefnyddio'r llinell bresennol a chodi ail gysylltiad. Bydd Wylfa Newydd yn defnyddio'r ddwy linell.

C Pam na allwch chi roi'r cysylltiad cyfan o dan y ddaear?

A Gwyddom y byddai'n well gan lawer o bobl pe baem yn rhoi'r cysylltiad cyfan o dan y ddaear ac rydym wedi edrych yn ofalus ar yr opsiwn hwn.

Rydym yn cydnabod manteision gweledol tanddaearu'r holl gysylltiad ond mae angen cydbwysu hyn ag ystyriaethau eraill, fel y gost.

Byddai rhoi'r cysylltiad cyfan o dan y ddaear rhwng yr Wylfa a Phentir yn costio dros un biliwn o bunnau. Mae hyn gannoedd o filiynau o bunnau'n fwy costus na'r dewis yr ydym ni'n ei ffafrio. Mae'n rhaid i ni sicrhau bod ein gwaith yn cynnig gwerth am arian oherwydd mae ein costau'n cael eu pasio ymlaen i bawb ohonom trwy'n biliau ynni.

Mae tanddaearu'n achosi anhwylystod mawr ac mae angen lled gweithio parhaus o 65m, fel rheol, i'w wneud – tua lled cae pêl droed. Mae'n debygol y caiff hyn fwy o effaith ar dreftadaeth ddiwylliannol, ecoleg, archaeoleg a defnydd tir nag adeiladu peilonau.

Oherwydd y gost a'r ystyriaethau technegol, dim ond mewn ardaloedd a warchodir gan ddynodiadau fel AHNEoedd, fel Afon Menai, neu rai sy'n sensitif iawn o safbwynt gweledol, fel Aber Afon Glaslyn ger Porthmadog, y rhoddwn geblau o dan y ddaear fel rheol.

C Pam na allwch chi roi'r llinell bresennol dros Afon Menai yn yr un twnnel ag yr ydych yn ei gloddio ar gyfer yr un newydd?

A Pan fydd cwmni cynhyrchu trydan yn gofyn am gael cysylltu â'n rhwydwaith ni, mae'n rhaid i ni ddatblygu'r cysylltiad hwnnw yn unol â nifer o amodau sy'n cael eu pennu a'u rheoleiddio gan y llywodraeth. Mae hyn yn cynnwys darparu cysylltiad sy'n bodloni anghenion y cwmni cynhyrchu ac sy'n cynnig gwerth am arian i ddefnyddwyr, gan fod costau'r cysylltiad yn cael eu pasio ymlaen i bawb ohonom yn ein biliau trydan. Oherwydd yr amodau hyn, ni chawn ymestyn ein prosiect y tu hwnt i'r gwaith y mae angen ei wneud i gysylltu'r trydan newydd a gynhyrchir. Yng ngogledd Cymru, mae hyn yn golygu na chawn ariannu gwaith tanddaearu'r llinell bresennol fel rhan o'r prosiect gan nad yw'n rhan angenrheidiol o wneud y cysylltiad ar gyfer Wylfa Newydd.

Ond gwyddom pa mor werthfawr yw Afon Menai ac AHNE Ynys Môn i bobl a dyna pam rydym wedi ymrwymo i danddaearu'r cysylltiad newydd yma.



Rhagor o wybodaeth

Ar ein gwefan, cewch wyllo ffilmiau gyrru trwodd 3D ar hyd gwahanol ffyrdd ger llwybr y cysylltiad.

Manylion ar y dudalen ôl.

Ein cynlluniau

C Allwch chi ddim defnyddio'r hen biblinell olew danddaear?

A Rydym wedi ystyried y posibilrwydd o roi'r cysylltiad y tu mewn i'r biblinell. Mae gofynion ein cysylltiad ni yn wahanol iawn ac nid yw'r biblinell bresennol yn ddigon mawr i'n galluogi i fynd iddi a gosod yr holl geblau y bydd arnom eu hangen.

Ni fyddem yn gallu gwneud gwaith cynnal a chadw a thrwsio mewn piblinell o'r maint hwn ac ni fyddai digon o le i'r gwres y byddai'r ceblau'n ei gynhyrchu gael ei wasgaru'n iawn.

C Rydych yn tynnu peilonau i lawr yn Eryri ac yn rhoi'r llinell o dan y ddaear. Pam na allwch chi wneud yr un peth ar Ynys Môn?

A Mae'r gwaith o roi darn o'r llinell uwch ben o dan y ddaear ger Porthmadog yn rhan o'r prosiect Darpariaeth Effaith Weledol (VIP). Mae Ofgem wedi trefnu lwfans o £500 miliwn ar gyfer y prosiect er mwyn lleihau effaith weledol rhannau o linellau uwch ben yn rhai o'n tirweddau mwyaf sensitif.

Codwyd y llinellau uwch ben yn Eryri yn y 1960au. Roedd canllawiau cynllunio yn wahanol iawn bryd hynny a'r flaenoriaeth oedd sicrhau bod cartrefi a busnesau'n cael cyflenwad trydan.

Mae Afon Menai'n enghraifft o dirwedd sensitif iawn a werthfawrogir yn fawr ac na allwn ei hosgoi. Dyna pam yr ydym wedi ymrwymo i roi'r ail gysylltiad o dan y ddaear yma.

C Pam nad ydych yn tanddaearu'r llinell uwch ben bresennol sydd dros Afon Menai fel rhan o'r prosiect Darpariaeth Effaith Weledol (VIP)?

A Grŵp Cynghori annibynnol ar gyfer Rhanddeiliaid, gyda chynrychiolwyr o sefydliadau fel YDCW, Cadw, Cyfoeth Naturiol Cymru, Parciau Cenedlaethol Cymru, Natural England, yr Ymddiriedolaeth Genedlaethol a Croeso Cymru, sydd wedi arwain y prosiect VIP.

Er mwyn penderfynu pa rai o'r lleoliadau ar y rhestr fer fyddai'n cael eu dewis, bu'n rhaid cynnal adolygiad a dadansoddiad manwl. Roedd y llinell yn Eryri, ger Porthmadog, yn un o'r prosiectau a ddewiswyd gan ei bod mewn Parc Cenedlaethol.

C Mae Llywodraeth Cymru yn ystyried codi trydedd pont ar draws Afon Menai. Oni allwch chi roi'r cysylltiad ar hon?

A Rydym wedi bod mewn trafodaethau gyda Llywodraeth Cymru ers peth amser i geisio deall eu cynlluniau ar gyfer trydedd pont ar draws y Fenai. Wrth i'r cynlluniau hyn ddatblygu, byddwn yn parhau i adolygu ein cynlluniau. Ond hyd nes y ceir cynllun terfynol, gyda chyllid a chaniatâd pendant, ar gyfer trydedd pont ar draws y Fenai, bydd raid i ni symud ymlaen â'n cynlluniau presennol i gysylltu Wylfa Newydd.

C Os bwriedir cynhyrchu rhagor o ynni, a fydd angen trydedd llinell o beilonau arnoch?

A Does dim byd i awgrymu y bydd angen trydydd cysylltiad. Dim ond prosiectau sydd â chytundeb i gysylltu gyda ni y gallwn eu hystyried.

Os bydd rhagor o ynni'n cael ei gynhyrchu yn y gogledd a mwy o ddatblygwyr yn gofyn i ni am gytundebau cysylltu, bydd angen i ni edrych ar y ffordd orau o gysylltu'r ynni hwnnw â'r rhwydwaith ynni. Gellir cynnwys yr holl ynni y bwriedir ei gynhyrchu ar hyn o bryd yn y llinell uwch ben bresennol a'r ail gysylltiad y bwriadwn ei ddatblygu.

C Mae gan Orthios gytundeb i gysylltu gyda chi erbyn hyn. Beth mae hynny'n ei olygu?

A Ym mis Rhagfyr 2015, cwblhaodd Orthios y broses o brynu gwaith Alwminiwm Môn ar Ynys Môn.

Bydd Parc Eco Orthios yn cynnwys gorsaf bŵer biomas ac yn awr mae ganddynt gytundeb cysylltu gyda ni i gyflenwi'r pŵer y bydd yn ei gynhyrchu i'r grid trydan cenedlaethol.

Bydd yr orsaf bŵer biomas yn cynhyrchu llai o lawer o drydan na Wylfa Newydd ac felly ni fydd angen i ni wneud llawer o waith i gynnwys y pŵer ychwanegol hwn. Bydd yn golygu cael ychydig o offer ychwanegol yn ein his-orsaf yn yr Wylfa a gwneud tipyn o waith ar y llinell uwch ben 132kV o Gaergybi i'r Wylfa.

i Rhagor o wybodaeth

Yn ein digwyddiadau, cewch siarad â'n tîm a gweld model 3D o'r cysylltiad cyfan, a fydd yn helpu i ddangos i chi sut y gallai edrych.

Manylion ar y dudalen ôl.

Adeiladu a thrafnidiaeth

C Faint o amser fydd ei angen i adeiladu'r cysylltiad?

A Credwn y bydd y gwaith adeiladu'n cymryd pedair neu bum mlynedd i gyd, gyda rhagor o amser ar gyfer gwaith plannu a gwaith arall i helpu i adfer y tir.

Mae'n debygol y byddwn yn gweithio ar wahanol adrannau ar hyd y llwybr ar wahanol amserau ac felly ni fyddwn yn gweithio ar y cysylltiad cyfan trwy'r amser. Byddwn yn dechrau ac yn gorffen gweithio mewn rhai adrannau tua dechrau'r broses adeiladu ac yn dechrau ac yn gorffen gweithio mewn eraill tua'r diwedd. Gan ei fod mor gymhleth, bydd yn cymryd mwy o amser i wneud y twunnel a byddwn yn gweithio ar hwn trwy'r cyfnod adeiladu i gyd.

C Ar ba ffyrdd bydd y traffig adeiladu'n teithio a sut y byddwch yn ceisio cadw'r traffig i lifo.

A Rydym yn bwriadu defnyddio ffyrdd yr A55, yr A5 a'r A5025 gan mai'r rhain yw'r prif ffyrdd sydd agosaf at ein gwaith. Bydd angen i ni ddefnyddio ffyrdd gwledig addas, llai o faint, oddi ar y rhwydwaith priffyrdd hefyd i gyrraedd y safleoedd lle byddwn yn adeiladu ein hoffer.

Bydd angen cario'r rhan fwyaf o'r offer ar lorïau cyffredin. Bydd angen faniau a cheir i gario gweithwyr yn ôl a blaen i'r safle hefyd. Bydd angen rhai cerbydau mwy o faint i gario deunyddiau penodol, fel y ceblau ar gyfer y twunnel, sy'n dod ar ddrymiau mawr.

Er mwyn dewis llwybrau addas ar gyfer y cerbydau adeiladu, rydym wedi ystyried sut orau i leihau'r effeithiau ar ddefnyddwyr y ffyrdd, yn cynnwys pobl leol a thwristiaid.

Rydym yn cydweithio'n agos â'r cynghorau sir lleol, Asiantaeth Cefnffyrdd Gogledd a Chanolbarth Cymru, Llywodraeth Cymru a chyrrff perthnasol eraill i ofyn am eu barn nhw ynghylch y ffyrdd sydd fwyaf tebygol o leihau'r effeithiau ar yr ardal.

C Pa draffig adeiladu a ddaw o ganlyniad i'ch gwaith ar Afon Menai?

A Er mwyn cloddio'r twunnel, bydd angen offer arbenigol arnom. Mae rhai darnau o'r offer hyn yn fawr ac yn drwm a gall fod angen cerbydau mawr i'w cludo yn ôl a blaen i safle'r twunnel. Byddai'r cerbydau hyn yn fwy na lorïau arferol ac yn symud yn arafach o lawer. Er mwyn diogelwch, gall fod angen cerbydau hebrwng arnynt. Fodd bynnag, dim ond ychydig o'r rhain y byddai arnom eu hangen.

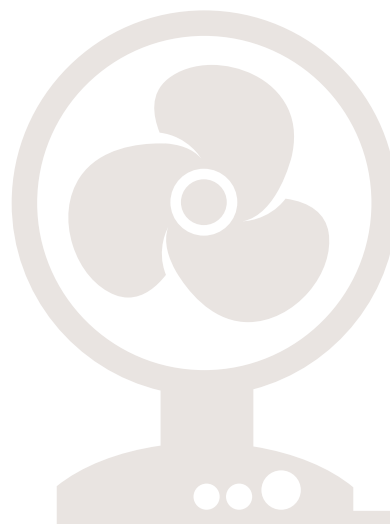
Er mwyn gwneud y twunnel, bydd angen cloddio miloedd o dunelli o gerrig a phridd. Bydd angen dod â llawer o ddeunyddiau i'r safle hefyd, fel agregau a leiniau concrid. Bydd angen llawer o deithiau lori yn ôl a blaen i safle'r twunnel i wneud hyn. Fodd bynnag, bydd gwaith adeiladu'r twunnel yn digwydd dros sawl blwyddyn, a bydd tipyn o amser rhwng teithiau'r lorïau bob dydd.

Er mwyn helpu i beidio â tharfau ar ddefnyddwyr ffyrdd yr ardal, byddem yn edrych ar nifer o gamau y gallem eu cymryd. Byddai'r rhain yn cynnwys, er enghraifft, gyfyngiadau amseru ar deithiau er mwyn osgoi adegau prysur fel oriau brig y bore a'r prynhawn.

i Rhagor o wybodaeth

Gallwch wyllo cyfweiliadau ar ein gwefan, lle mae tîm ein prosiect yn ateb rhai o'ch cwestiynau mwyaf cyffredin.

Manylion ar y dudalen ôl.



Tir a iawndal

C Pryd rydych yn talu iawndal i bobl am eich gwaith?

A Pan fydd ein hoffer yn croesi eiddo preifat yn uniongyrchol, rydym yn dod i gytundeb cyfreithiol gyda pherchennog y tir i wneud taliadau un-tro neu daliadau blynyddol yn gyfnewid am gael defnyddio'r tir a chael mynediad i wneud gwaith cynnal a chadw.

C A oes iawndal os bydd effaith ar brisiau tai?

A Pan fyddwn yn gwneud cysylltiad newydd, rydym bob amser yn ceisio osgoi cymunedau a thai unigol hyd y bo modd. Rydym yn siarad yn rheolaidd â phobl yr ardal fel y gall eu sylwadau nhw ddylanwadu ar gynllun y cysylltiad newydd a helpu i leihau unrhyw ansicrwydd. Rydym hefyd yn adolygu ein cynllun yn rheolaidd er mwyn asesu pa effeithiau y gallai eu cael ac a oes opsiynau eraill i'w cael.

Rydym wedi gweithio'n galed i wneud hyn wrth ddatblygu ail gysylltiad Wylfa Newydd a theimlwn fod y cynllun a gynigiwn yn golygu mai ychydig o dai sy'n agos at ein gwaith. Dim ond os yw ein hoffer yn cael ei osod ar dir neu yn ei groesi yr ydym yn talu iawndal, ond gwyddom fod pobl yn bryderus am effaith ein gwaith ar eu heiddo. Rydym wedi ymrwymo i barhau i gydweithio â pherchnogion eiddo i weld a oes ffyrdd y gallwn leihau effeithiau ein cynlluniau eto. Rydym bob amser yn hapus i glywed oddi wrth berchnogion eiddo a hoffem annog unrhyw un sy'n bryderus am eu heiddo i siarad â'n tîm fel y gallwn ystyried eich sylwadau.

i Rhagor o wybodaeth

Cewch y newyddion diweddaraf am y prosiect trwy ein dilyn ar Twitter neu roi'ch enw i gael negeseuon testun am ddim.

Manylion ar y dudalen ôl.

EMFs

C Beth yw Meysydd Trydanol a Magnetig (EMFs)?

A Mae pob offer trydan, yn cynnwys llinellau uwch ben a'r dyfeisiau trydan sydd yn eich cartref yn cynhyrchu Meysydd Trydanol a Magnetig (EMFs).

Mae EMFs o'n cwmpas lle bynnag y defnyddir trydan. Os oes gan ddarn o offer foltedd uwch, bydd yn cynhyrchu maes trydanol mwy o faint. Ac os oes gan rywbeth fwy o gerrynt yn rhedeg trwyddo, bydd ganddo faes magnetig mwy o faint.

C Ydi EMFs yn effeithio ar iechyd?

A Ni chanfuwyd bod cysylltiad ag EMFs yn amharu ar iechyd.

Ond, hyd yn oed ar ôl 30 mlynedd o waith ymchwil, mae peth ansicrwydd o hyd ymhlith gwyddonwyr ar y mater. Rydym yn deall yn iawn y gall fod gan bobl bryderon am EMFs ac rydym yn cymryd hynny o ddifrif. Rydym yn dilyn yr holl ganllawiau ar lefelau diogel cysylltiad ag EMFs a gyhoeddir gan y llywodraeth a sefydliadau annibynnol fel Sefydliad Iechyd y Byd (WHO).

Mae sicrhau bod y cyhoedd, cymunedau lleol a'n gweithwyr ni yn ddiogel yn rhan ganolog o'n gwaith.



Y gadwyn gyflenwi, cyfleoedd am yrfaedd a swyddi

C A fydd eich gwaith yn creu swyddi neu gyfleoedd ar gyfer busnesau lleol?

A 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 Môn a gogledd Cymru dros y 15 mlynedd nesaf. Gallai hyn ddod â manteision economaidd, cymdeithasol ac amgylcheddol mawr i Ynys Môn yn gyfan a'r gogledd yn ehangach.

Rydym ni yn National Grid yn cydweithio â rhai o'r cwmnïau gorau, bach a mawr, ledled y Deyrnas Unedig, i sicrhau bod ein gwaith yn cyrraedd y safonau uchel y mae'r wlad yn eu disgwyl.

Gan fod ein prosiectau mor fawr, mae cyfleoedd gwych i fusnesau lleol tra byddwn yn gweithio mewn ardal.

Boed hynny'n is-gontractio ar waith adeiladu, llogi peiriannau neu ddarparu llety ac arlwy, mae ein prosiectau'n rhoi hwb i economïau lleol. Yn ogystal â manteision i fusnesau, gall hyn arwain at gyfleoedd am swyddi newydd.

C Pa gyfleoedd sydd yna am yrfaedd gyda National Grid?

A Rydym yn awyddus i ysbrydoli pobl yn y gogledd, a ledled y Deyrnas Unedig, i fod yn beirianwyr y dyfodol. Rydym hefyd am wneud gwahaniaeth i'r ardaloedd yr ydym yn gweithio ynddynt trwy gydwethio'n agos ag ysgolion a grwpiau ieuencid.

Trwy ymweliadau ag ysgolion, ein rhaglen brentisiaethau ac adnoddau addysgol, rydym yn galluogi miloedd o bobl i wireddu eu potensial ym byd gwyddoniaeth, technoleg, peirianeg a mathemateg (STEM), mewn gyrfaoedd a fydd o fudd iddyn nhw, eu cymunedau, ein heconomi a chymdeithas yn gyffredinol. Rydym eisoes yn cynnal nifer o weithgareddau gydag ysgolion a grwpiau cymunedol yn y gogledd.

Os ydych yn chwilio am brentisiaeth, os ydych wedi graddio neu eisoes wedi cychwyn eich gyrfa, rydym bob amser yn chwilio am bobl ddawnus i ymuno â'n tîm. Cewch wybod mwy yn careers.nationalgrid.com

Beth sy'n digwydd nesaf?

C Beth sy'n digwydd ar ôl y cyfnod ymgynghori hwn?

A Ar ôl yr ymgynghoriad, byddwn yn adolygu ein cynlluniau ni ochr yn ochr â'ch ymateb chi a'n hasesiadau ni i weld a oes mwy y gallwn ei wneud i leihau'r effeithiau.

Pan fyddwn yn fodlon bod y cynlluniau'n barod, byddwn yn paratoi ein cais a'r dogfennau ategol. Bydd hyn yn cynnwys Adroddiad ar yr Ymgynghoriad, i esbonio sut yr ydym wedi talu sylw i'ch barn chi, a Datganiad Amgylcheddol, i esbonio effeithiau amgylcheddol tebygol ein cynigion.

Yna, byddwn yn cyflwyno'n cais i'r Ysgrifennydd Gwladol dros Fusnes, Ynni a Strategaeth Ddiwydiannol, trwy'r Arolygiaeth Gynllunio. Disgwylwch mai tua diwedd 2017 y bydd hyn, yn dibynnu ar ganlyniad yr ymgynghoriad.

C Os caiff cynllun Wylfa Newydd ei ohirio, fyddai'ch prosiect chi'n cael ei ohirio hefyd?

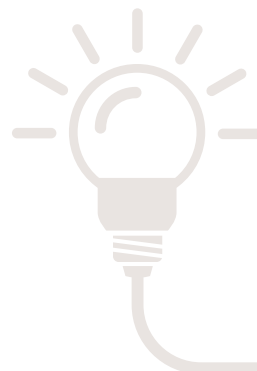
A Dim ond ar gyfer yr amserlenni sydd ar gael i ni y gallwn gynllunio. Bwriad Horizon yw i Wylfa Newydd ddechrau cynhyrchu trydan erbyn canol y 2020au ac felly mae'n rhaid i ni fod yn barod i ddarparu cysylltiad erbyn hynny.

Os bydd amserlenni Horizon yn newid am ryw reswm, bydd angen i ni adolygu ein hamserlenni ni yn unol â hynny.

i Rhagor o wybodaeth

Ar ein gwefan, fe welwch olygfannau 360 gradd i ddangos sut y bydd y cysylltiad yn edrych o wahanol fannau ar hyd y llwybr.

Manylion ar y dudalen ôl.



Cael gwybod rhagor

Mae sawl ffordd y gallwch chwilio am ragor o wybodaeth a gweld sut y gallai'r ail gysylltiad edrych. Mae ein holl ddogfennau ar wefan y prosiect ynghyd â manylion ein digwyddiadau.

Dogfennau a gwybodaeth am yr ymgynghoriad

- **Digwyddiadau** – yn ein digwyddiadau, gallwch siarad â'n tîm a gofyn cwestiynau. Hefyd, mae gennym fodel cyfrifiadurol 3D fel y gallwch weld sut y gallai'r ail gysylltiad edrych a phensetiau 3D i roi golwg arbennig i chi ar y cysylltiad.
- **Trosolwg** – mae hon yn ddogfen ddefnyddiol iawn i'w chael wrth law pan fyddwch yn llenwi'ch ffurflen ymateb. Mae'n rhoi trosolwg cyflawn o'r prosiect hyd yma, yn dweud sut y mae'ch ymateb chi wedi'n helpu ni i ddatblygu ein cynlluniau ac mae'n rhoi arweiniad manwl i'n cynlluniau diweddaraf. Mae hefyd yn cynnwys lluniau a wnaed â chyfrifiadur sy'n dangos sut y gallai'r ail gysylltiad edrych o wahanol fannau pwysig a phentrefi.
- **Ffilmiau gyrru trwodd 3D** – mae'r ffilmiau gwybodaeth byrion hyn yn eich gyrru ar hyd wahanol ffyrdd sy'n agos at y llwybr ac yn dangos beth y gallech ei weld pan fydd y cysylltiad newydd wedi'i adeiladu. Cewch eu gwyllo ar ein gwefan neu mewn un o'n digwyddiadau.
- **Ein gwefan** – mae ein gwefan yn cynnwys gwybodaeth ddefnyddiol, lluniau a ffilmiau a fydd yn dangos sut y gallai'r ail gysylltiad edrych. Mae'n cynnwys map rhyngweithiol o'n cynlluniau diweddaraf a chyfweliadau â thîm y prosiect sy'n sôn am eu gwaith ac yn ateb eich cwestiynau mwyaf cyffredin.

Dogfennau technegol

- **Preliminary Environmental Information Report (PEIR)** – mae'r adroddiad hwn yn esbonio ein hasesiadau cychwynnol o natur a maint effeithiau amgylcheddol tebygol ein cynlluniau.
- **Preferred Route Option Selection Report** – mae'n esbonio pam y dewisom y llwybr yr ydym yn ei ffafrio.
- **Draft Route Alignment Report** – mae'n esbonio pam rydym wedi dewis y llwybr manwl hwn ar gyfer y cysylltiad newydd ac ar gyfer lleoli'r peilonau.
- **Menai Strait Crossing Report** – mae'n esbonio'r opsiynau a ystyriwyd ar gyfer croesi Afon Menai a pham rydym wedi dewis twunnel. Mae hefyd yn esbonio pam y dewiswyd lleoliadau'r compowndiau pennau selio a'r adeiladau pen twunnel.



Peidiwch â cholli'r newyddion:



Dilynwch ni ar Twitter i gael y newyddion a'r lluniau diweddaraf:
@NGNorthWales



Trefnwch i gael negeseuon yn syth i'ch ffôn:
Teestiwch **NGCYM** i **80800**



Cofrestrwch i gael y newyddion diweddaraf yn syth i'ch mewnflwch:
www.cysylltiadgogleddcymru.com

Cysylltu â ni:



Ewch i wefan y prosiect:
www.cysylltiadgogleddcymru.com



Anfonwch neges ebost i:
nationalgrid@cysylltiadgogleddcymru.com



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



Ysgrifennwch i'n cyfeiriad rhadbost:
FREEPOST NATIONAL GRID NW CONNECTION

6.2.26

Appendix 26

Stage Three Consultation Advertising

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

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By **GARETH WYN WILLIAMS**
Daily Post Reporter
gwilliams@dailypost.wales

THE FIRST images of a proposed £100m tunnel under the Menai Strait have been unveiled.
The National Grid wants to construct the 4km underground tunnel to carry cables connecting Wylfa Newydd to the main network to avoid using pylons at the popular beauty spot.

Despite opposition, the scheme will also include a network of overhead pylons across Anglesey and a corner of Gwynedd to help connect Wylfa Newydd, near Cemaes, to the Pentir sub-station near Bangor. Today sees the start of the National Grid's final consultation on the plans.

Gareth Williams, senior project manager, said: "People can now see what the second connection could look like, including the proposed location of pylons and the tunnel under the Menai Strait."

"The tunnel under the Strait will be one of the most significant civil engineering projects in Wales in recent years and will involve some of the best engineers in the world."

"The tunnel will be around 4km long and mean our overhead equipment is beyond the Area of Outstanding Natural Beauty and away from the coast."

"We've kept the route for the new overhead line close to the existing line."



How tunnel under the Menai Strait will look

FIRST IMAGES OF WYLFA NEWYDD UNDERSEA CABLES

"This means we take a direct route, keep away from larger communities and avoid putting pylons in new areas."

Construction of the tunnel is expected to take around five years. It would be buried around

40 metres under the existing seabed, measuring around five metres in diameter with tunnel boring machines used to drill under the surface.

Anglesey Council has been calling for underground cables

to be used for the entire length instead, but grid bosses say this would add millions to the project cost.

During a public meeting held in Llangefni earlier this year, Matt Durham, the senior project

manager, said an underground cable stretching from the Pentir sub-station to Wylfa Newydd would cost £1.13bn compared to around £550m for using pylons.

That cost was likely to be passed on to energy customers.

'Grid not listening to alternatives'

ARFON AM, Siân Gwenllian, has said there was an "overwhelming desire" locally to keep the electricity connection underground all the way from the strait to Pentir.

Rhun ap Iorwerth, the AM for Anglesey, said: "I'm left frustrated once again by Grid's reluctance to listen to demands for an alternative."

"Our original demand for undersea cables (all the way) has been thrown out."

"The other option - undergrounding - is more expensive, but the cost is one that should be met in order to protect the interests of Anglesey."

"The Grid's decision to put cables under the Menai is being hailed as a compromise. In reality, they were always planning on doing that, so we shouldn't be hoodwinked."

Details on the consultation as well as planned drop-in events and how to take part are available online at www.northwalesconnection.com.

nationalgrid

Prosiect Cysylltiad Gogledd Cymru

Cyfle i ddweud eich dweud!

Ymgynghoriad ar agor: 5 Hydref tan 16 Rhagfyr 2016

Dyma'ch cyfle i gynnig sylwadau am y cynlluniau manwl ar gyfer ail linell o beilonau ym Môn a Gogledd Gwynedd a thwnnel o dan Afon Menai.

Cewch weld sut y gallai'r cysylltiad edrych a chymryd rhan

- Digwyddiadau cymunedol
- Model cyfrifiadurol 3D o'r llwybr cyfan
- Ffilm gyrru trwedd 3D o wahanol ffyrdd ar hyd y llwybr
- Lluniau gwneud o sut y gallai'r ail gysylltiad edrych
- Map rhyngweithiol
- Ffilmiau byrion gyda thim y prosiect
- Cwestiynau ac atebion
- Cyfle i ymateb ar-lein, trwy ebost neu trwy radbost

Cewch wybod rhagor trwy fynd i www.cysylltiadgogleddcymru.com neu ffonio 0800 990 3567

Mae'n debygol mai hwn fydd ein hymgyngoriad olaf ar y cysylltiad cyfan ac felly mae'n bwysig iawn eich bod yn cymryd rhan fel y gallwn ystyried eich barn.

North Wales Connection Project

Have your say!

Consultation now open: 5 October to 16 December 2016

Your opportunity to comment on detailed plans for a second line of pylons in Anglesey and North Gwynedd and a tunnel at the Menai Strait.

See what the connection could look like and get involved

- Community events
- 3D computer model of the whole route
- 3D drive through of different roads along the route
- Visualisations of how the second connection could look
- Interactive map
- Short films with our project team
- Questions and answers
- Feedback online, by email or via freepost

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Croeso i deuluoedd!

Ardal i blant yn ein digwyddiadau cymunedol

Prosiect Cysylltiad Gogledd Cymru**Digwyddiadau ymgynghori!**

Ymgynghoriad ar agor: 5 Hydref tan 16 Rhagfyr 2016

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4pm-6.30pm
Canolfan Hamdden Plas Arthur, Llangefni, LL77 7QX

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Children's area at our community events

nationalgrid

North Wales Connection Project**Consultation events taking place!**

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nationalgrid

Prosiect Cysylltiad Gogledd Cymru

Digwyddiadau ymgynghori!

Ymgynghoriad ar agor: 5 Hydref tan 16 Rhagfyr 2016

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Dydd Mawrth 08 Tachwedd 2.30pm-4.30pm
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Dydd Mercher 09 Tachwedd 12pm-2.30pm
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Dydd Gwener 11 Tachwedd, 12pm-2pm
Maes parcio Tesco Extra, Bangor, LL57 4SU

Dialog

Cymru a'r Almaen

Symposiwm undydd ym Mhrifysgol Bangor
Dydd Sadwrn, Hydref 22, 2016

Cysylltiadau diwylliannol, llenyddol ac athronyddol rhwng y Gymraeg a'r Almaeneg o gyfnod Rhamaentaeth hyd heddiw

Siaradwyr i gynnwys

Ned Thomas, Simon Brooks, Mererid Puw Davies,
Wolfgang Schamoni, Edith Gruber, Aled Llion Jones

Am ragor o fanylion, ac i gofrestru'n ddi-dâl, ewch at
www.dialog.bangor.ac.uk

neu cysylltwch â'r trefnwyr:

a.price@bangor.ac.uk ac aled.llion@bangor.ac.uk

Cydnabyddir â diolch nawdd gan y Coleg Cymraeg Cenedlaethol



RHIFYN MIS HYDREF



Bore Hwyl

Hanner Tymor

W C W

a'i ffrindiau

Bore Mercher, **26 Hydref**
10:00 – 12:00

Castell bownsio
Gweithgareddau
plant

Cymeriadau
cylchgrawn
W C W

£3

(pris rasmus rhedeg i
gynnwys y gweithgareddau
+ diod a bisged)

Rasmus
hwyl

- gwabrou i'r enillyr
a bag danteithion
i bowb

CEREDIGION
ACTIF

Have you got a story? Call our news team on 01248 387400

■ The Balmoral has sailed into choppy financial waters.

Picture: Aled Wyn Jones



Balmoral sends out SOS for £500,000

OWNERS of pleasure steamer MV Balmoral have warned it may never sail again due to a £500,000 financial shortfall.

An urgent appeal has been launched to attract funding before the start of next summer when it is planned it will again visit Llandudno and Anglesey after bad weather and technical difficulties saw 25 per cent of this year's excursions scrapped.

MV Balmoral Funds Trustee, Paul Doubler, said: "Sadly last year was also a poor summer where the ship did not make a surplus on sailing revenue. Now this has happened again leaving our coffers virtually bare and her future again in doubt - despite so much effort by so many people.

"This has left her with a massive £350,000 to £500,000 shortfall, which we need to find before next

season. If indeed there is to be a next season. So now we are appealing to everyone who loves and values the ship, or who has ever sailed on her in the past to answer our emergency appeal."

The vessel, which can carry up to 600 passengers, was built in 1949 and was taken out of service by its previous owners in 2012.

A band of volunteers spent the next two and a half years raising funds through subscriptions and a Coastal Communities Fund Grant, to return it to sailing in summer 2015.

Mr Doubler warned the end of Balmoral's coastal cruising would be a "huge loss for all", with its Round Anglesey cruises proving "incredibly popular" and hundreds of Liverpoolians visiting Llandudno and its historic pier.

He said: "Here Balmoral enjoyed

wonderful business having a very successful sailing programme, carrying many thousands of happy passengers in and out of Llandudno via its splendid pier. Many visits were also made to Menai Bridge, Caernarfon and even a special one to Mostyn. Sadly we did not do so well in other areas and need to raise a lot of money for us to sail again next summer and hopefully recreate this year's success.

"We are of course learning all the time the complex business of running a large very expensive pleasure steamer. We are "realistically" convinced she has a viable future

Donations can be made via Mydonate.bt.com or via cheques to the treasurer, MV Balmoral Fund Ltd*, 23 Adder Hill, Great Boughton, Chester, CH3 5RA.

FITTING FOR CHRISTMAS GUARANTEED

3 EX-DISPLAY KITCHENS FOR SALE TO MAKE WAY FOR NEW RANGES.

KITCHENS

russell jones

KITCHENS BEDROOMS

Visit our Showroom

From conception to completion... let us exceed your expectations

TOTAL SUPPLY COST INC VAT £3799.00 *PLUS INSTALLATION COST APPROX £1100.00*

UPGRADE TO GLOSS - CHOICE OF 5 COLOURS

Total supply cost £3999.00 inc VAT plus installation cost of approx £1100.00*

- 12 units inc 1/2 bowl stainless steel sink & taps
- 40mm posformed worksurfaces
- Stainless steel electric double oven
- Touch control ceramic hob or 5 burner gas hob
- 70cm curved glass chimney
- 45cm or 60cm integrated dishwasher
- 50/50 or 70/30 tall int. fridge freezer

*inc plumbing, electrical & gas connections to existing supplies which must conform to current standards

NEFF

All fitting work guaranteed & certificates will be issued for the relevant gas & electrical work carried out

We also specialise in all forms of solid worksurfaces:- Granite, Quartz, Corian & Solid Wood Tops.

BEDROOMS

3m full carcass fitted robe run inc cornices & profiled plinths.

Choice of style & colours.

Additional costs apply to made to measure and sloping ceilings.

£1299.00

SUPPLIED & FITTED INC VAT

Wide range of sliding mirror/glass doors

£1750

Sliders Supplied and Fitted

Unit 32,33 & 34 Tir Llwyd Ind. Estate, Kinmel Bay, Rhyl LL18 5JA

Find us on Facebook Russell Jones Kitchens and Bedrooms

Contact our team on: 01745 360250 or info@russell-jones.co.uk Visit our website at www.russell-jones.co.uk

Opening Hours: Monday - Friday 9am - 4.30pm Saturday 9am - 2pm Closed Sundays & Bank Holidays

Prosiect Cysylltiad Gogledd Cymru

Ymgynghoriad yn cau'n fuan - 16 Rhagfyr 2016

Peidiwch â cholli'r cyfle i gynnig sylwadau am y cynlluniau manwl ar gyfer ail linell o bellonau ym Môn a Gogledd Gwynedd a thwnnel o dan Afon Menai.

Sut y gallwch ddweud eich dweud:

- Llenwi ffurflen ymateb ar-lein
- Anfon neges ebost atom neu ysgrifennu i'n cyfeiriad rhadbost
- Ein ffonio a gallwn bostio ffurflen ymateb atoch
- Cymryd ffurflen ymateb o un o'n canolfannau gwybodaeth yn yr ardal

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North Wales Connection Project

Consultation closing soon - 16 December 2016

Don't miss your opportunity to comment on detailed plans for a second line of pylons in Anglesey and North Gwynedd and a tunnel at the Menai Strait.

How you can have your say:

- Fill out a feedback form online
- Give us a call and we can post you a feedback form
- Send us an email or write to our freepost address
- Pick up a feedback form from one of our information points in the area

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6.2.27

Appendix 27

Stage Three Consultation Open Posters and Locations

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

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Families welcome!

Children's area at our community events

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- Cewch ofyn cwestiynau i'n tîm
- Model cyfrifiadurol 3D o'r llwybr cyfan
- Ffilm gyrru trwodd 3D o wahanol ffyrdd ar hyd y llwybr
- Lluniau gwneud o sut y gallai'r ail gysylltiad edrych
- Planiau a mapiau
- Dogfennau technegol i'w gweld

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Canolfan Hamdden Plas Arthur,
Llangefni, LL77 7QX

Stage Three Consultation: 'Consultation Open' Posters

| Consultation Open posters were posted to the following locations: |
|---|
| Libraries |
| Amlwch Library |
| Bangor Library |
| Beaumaris Library |
| Benllech Library |
| Caernarfon Library |
| Cemaes Library |
| Holyhead Library |
| Llangefni Library |
| Menai Bridge Library |
| Siop Gwynedd |
| Hard to Reach Groups / Organisations |
| Age Cymru Gwynedd a Môn |
| Agewell Ynys Môn |
| Anglesey Federation of Women's Institutes Office |
| Arfon and Dwyfor Local Access Forum |
| Careers Wales |
| Citizens' Advice Bureau (Gwynedd) |
| Coleg Menai |
| Communities First (Gwynedd) |
| Cymdeithas Tai Eryri |
| Cymunedau'n Gyntaf Ynys Môn |
| Digartref Ynys Môn |
| Fforwm Anabledd Taran/ Taran Disability Forum |
| Gisda |
| Grwp Cynefin |
| Gwynedd Agewell |
| Gwynedd Children and Young People's Partnership |
| Gwynedd Council (Equalities and Diversity) |
| Gwynedd Older People Policy Officer |
| Gwynedd-Caernarfon Federation of Women's Institutes |
| Headway Gwynedd |
| IoACC Education Dept Adran Addysg |
| JobCentre Plus |
| JobCentre Plus (North Wales) |
| Llais Ni' Development Officer |
| Mantell Gwynedd (County Voluntary Council for Gwynedd) |
| Menai Bridge Scout & Guide Hut |
| Menter Mon/ Annog Cyf |
| Merched Y Wawr |
| North Wales Society for the Blind |
| Penaeth Rheoliaeddio a Datblygu Ecnomaidd / Head of Regulation And Economic Development |
| RNIB Cymru |
| Strategaeth Pobl Hŷn Ynys Môn/ Isle of Anglesey Council's Older People's Strategy |
| Tai Gogledd Cymru/North Wales Housing |

| Consultation Open posters were posted to the following locations: |
|---|
| Tai Gogledd Cymru/North Wales Housing |
| Tourism Section, Gwynedd Council |
| Urdd Gobaith Cymru |
| Ynys Mon (Anglesey) Group Riding for the Disabled |
| Ynys Môn Citizens' Advice Bureau |
| Ynys Mon County Federation of Young Farmers |
| Ysgol Brynrefail |
| Ysgol David Hughes |
| Ysgol Dyffryn Ogwen |
| Ysgol Eifionydd |
| Ysgol Friars |
| Ysgol Gyfun Llangefni |
| Ysgol Gynradd Llanrug |
| Ysgol Moelwyn |
| Ysgol Syr Hugh Owen |
| Ysgol Syr Thomas Jones |
| Ysgol Tryfan |
| Ysgol Uwchradd Bodedern |
| Ysgol Uwchradd Bodedern |
| Ysgol Uwchradd Caergybi |
| Tourism locations |
| Ad Astra Caravan Park |
| Airworld Aviation Museum |
| Anglesey Model Village |
| Anglesey Sea Zoo |
| Anglesey Walking Holidays |
| Antelope Inn |
| Auckland Arms Hotel |
| Baumaris Castle |
| Baumaris Gaol |
| Bevan Caravan And Camping Supplies |
| Black Boy Inn |
| Bocca |
| Bryn Golau |
| Bryn Golau Restaurant |
| Bryn Mechell Caravan Park |
| Bulkeley Arms Hotel |
| Cae Ffynnon Caravan Park |
| Caernarfon Castle |
| Caernarfon Tourism Information Centre |
| Caffi Aethwy |
| Caffi Avondale |
| Carreg Mon Hotel |
| Cefn Glas Hotel |
| Coed Cottages |
| Copper Kingdom Centre |
| Ddwylan Cafe |
| Dinam Arms |
| Dwylan Cafe |

Consultation Open posters were posted to the following locations:

Dylans Restaurant, Porth Daniel Boat Yard

Foel Farm Park

Gadlys Hotel

Gaerwen Arms

Gaerwen Fish And Chip Shop

Gardd Fon Inn

Garnedd Wen Gift Shop

Gors Bach Inn

Greenwood Forest Park

Gypsy Wood Park

Halen Môn

Harbour Hotel

Hen Llechan Bistro Café

Holland Arms Hotel

Holyhead Marina Ltd

Hotel Port Dinorwic

Jade Village Cantonese Restaurant

Kings Head

Lastra Farm Hotel

Leung Jia Cuisine

Liverpool Arms Hotel

Llangefni Golf Club

Lloyd George Museum

Mandarin Garden

Market Hotel

Menai Tandoori

Mona House Coffee Shop

Mornest Caravan Park

Mostyn Arms

Nant Isaf Campsite

Nant Newydd Caravan Park

Oriel Ger Y Fenai Gallery

Oriel Tegfryn Gallery

Oriel Ynys Môn

Over The Top Airsoft Club

Pantri 12

Penrhos Arms Hotel

Penrhyn Castle

Pete's Eats

Pili Palas Nature World

Plas Coch Caravan Park

Plas Glyn Y Weddw

Port Dinorwic Sailing Club

Portmeirion

Premier Inn

Rainbow Farm Camp Site

Riverside Caravan Park

Ruby Menai

Sail Loft Restaurant

Snowdon Mountain Railway

Consultation Open posters were posted to the following locations:

| |
|------------------------------|
| Sopna Tandoori |
| Spud's Plaice |
| Stag Inn |
| Stone Science Museum |
| Sunnyside Cafe |
| Swellies Café |
| Tafarn Y Bont |
| Taste Of India |
| The Anglesey Arms Hotel |
| The Bridge Inn |
| The Bull Hotel |
| The Bulls Head Inn |
| The Foundry Vaults |
| The George |
| The Railway Inn |
| The Ring Hotel |
| The RSPB, South Stack Cliffs |
| The Twrcuhelyn Arms |
| Theatr Fach |
| Thomas Telford Centre |
| Treborth Leisure |
| Tre-Ysgawen Hall |
| Tros-Y-Waen Holiday Farm |
| Vaynol Arms |
| Victoria Hotel |
| Waen Farm Caravan Park |
| Woburn Hill Hotel |
| Woodside Caravan Park |
| Y Bocs Bwyd |
| Y Deli |
| Y Draig Goch |
| Ye Olde Vigour Hotel |
| Zip World Titan |
| Zip World Velocity |

Town and Community Councils

| |
|-----------------------------------|
| Amwlch Community Council |
| Bangor City Council |
| Bodfford Community Council |
| Bodorgan Community Council |
| Caernarfon Town Council |
| Cwm Cadnant Community Council |
| Cylch-y-Garn Community Council |
| Llanbadrig Community Council |
| Llanberis Community Council |
| Llanddaniel Fab Community Council |
| Llanddeiniolen Community Council |
| Llanddyfnan Community Council |
| Llandygai Community Council |
| Llaneilian Community Council |

Consultation Open posters were posted to the following locations:

| |
|---|
| Llanerch-y-Medd Community Council |
| Llaneugrad Community Council |
| Llanfair Pwllgwyngyll Community Council |
| Llanfair-Mathafarn-Eithaf Community Council |
| Llanfihangel Ysgeifiog Community Council |
| Llangefni Town Council |
| Llangristiolous Community Council |
| Llanidan Community Council |
| Llanrug Community Council |
| Mechell Community Council |
| Menai Bridge Town Council |
| Moelfre Community Council |
| Penmynydd and Star Community Council |
| Pentir Community Council |
| Pentraeth Community Council |
| Rhosybol Community Council |
| Rhosyr Community Council |
| Tref Alaw Community Council |
| Y Felinheli Community Council |

6.2.28

Appendix 28

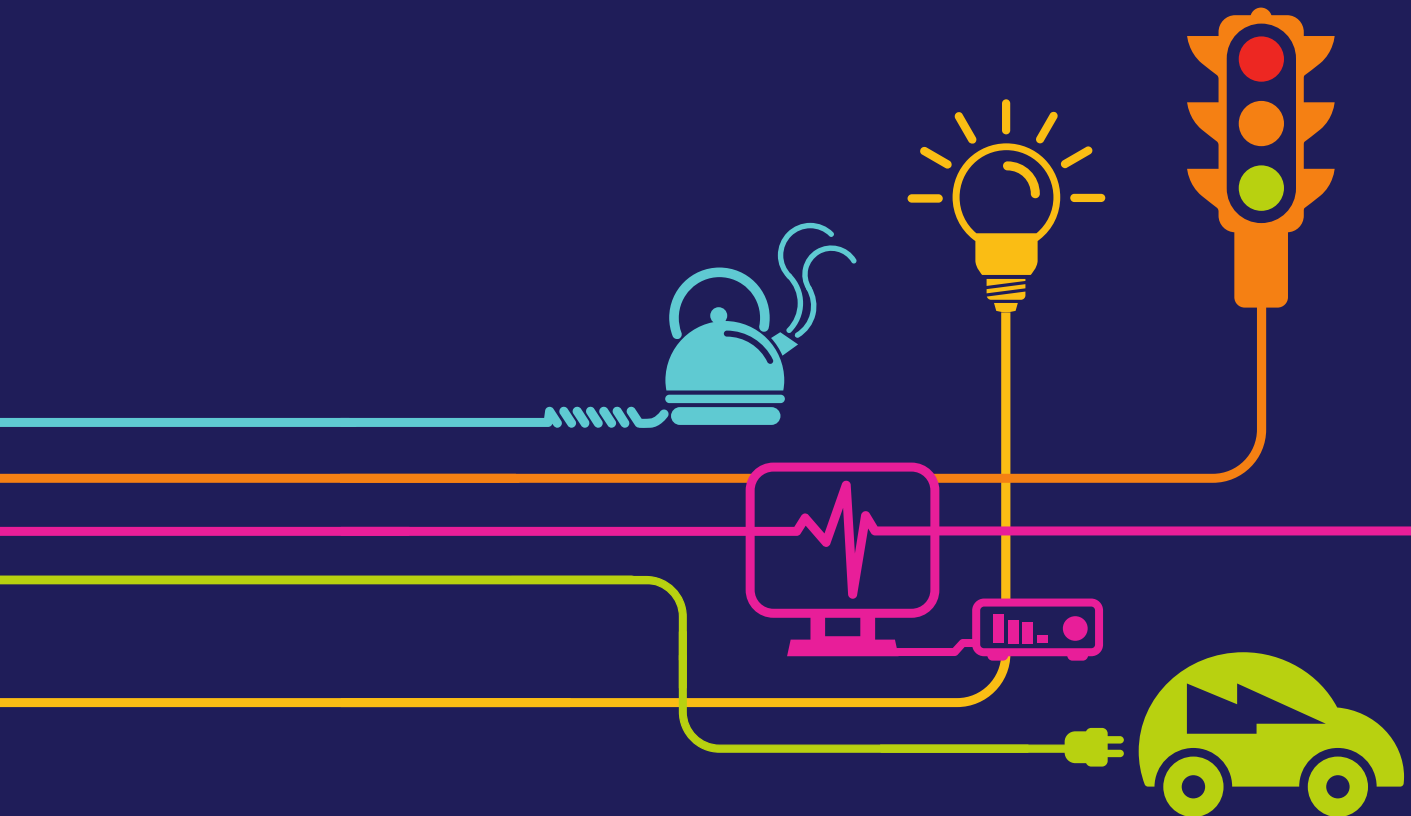
Draft SoCC sent to IACC and GC May 2016 (English)

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Draft Statement of Community Consultation

North Wales Connection Project
Connecting new low carbon energy in North Wales

Published under section 47(6) of the Planning Act 2008



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1 NATIONAL GRID NORTH WALES CONNECTION PROJECT

1.1 Introduction

This Statement of Community Consultation is about National Grid's North Wales Connection Project, comprising proposals to connect new low carbon energy in North Wales to the national electricity network. It explains the community consultation we will undertake with the local communities in Anglesey and North Gwynedd near to our proposals. Specifically it covers:

- what we are proposing to build, where and when
- the consenting process for our work
- where, who and when we are consulting
- how we are consulting, including the materials we will prepare and the engagement activities we will undertake
- why feedback is important and how it influences the development of our proposals
- how to get involved and provide feedback

The consultation will be the opportunity for local communities to get involved and influence how the connection is built.

We plan to consult on our proposals for 10 weeks in autumn 2016.

[Exact dates will be provided when this SoCC is published for the consultation]

1.2 What is a Statement of Community Consultation?

Our work in North Wales is classified as a Nationally Significant Infrastructure Project (NSIP) under the planning process set out in the Planning Act 2008 (the Act). This means we need a Development Consent Order (DCO) before we can build the proposals.

Section 47(1) of the Act requires applicants to 'prepare a statement setting out how the applicant proposes to consult, about the proposed application, with people living in the vicinity of the land'. This Statement of Community Consultation (SoCC) has been prepared in accordance with this requirement and explains the statutory pre-application consultation we intend to undertake.

We've developed this SoCC in consultation with the relevant local authorities, Isle of Anglesey County Council and Gwynedd Council. It is designed to help members of the community understand how they can take part in our consultation and what they can influence.

We're committed to ensuring our community consultation is accessible, understandable and meaningful. These guiding principles have informed the information set out in this document and the materials we will provide for this consultation.

This is a statutory consultation and we anticipate it will be the last project-wide consultation before we make our applications for consent to the relevant authorities. This community consultation is an opportunity to have your say and influence how we develop our proposals.

This SoCC will be accompanied by an Engagement Plan, which will be prepared prior to the consultation. The plan will explain in more detail the consultation activities we will undertake including information such as specific dates, venues and times of our public exhibitions and locations where people can view our project documents.

2 OUR WORK IN NORTH WALES

2.1 New low carbon energy in North Wales

The North Wales Connection Project is about connecting new low carbon energy generation 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, there has been a drive to put Anglesey at the forefront of energy research and development, production and servicing. The aim is to harness a rich mix of energy, including nuclear, wind, tidal, biomass and solar.

It is estimated this drive 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.

2.2 Our role

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 are currently contracted to connect a significant amount of new low carbon power:

- Wylfa Newydd: Horizon Nuclear Power's new 2.8 gigawatt (GW) nuclear power station in Anglesey
- Greenwire: 1 GW onshore wind farm in Ireland
- Codling Park: 1 GW offshore wind farm sited off the coast of Ireland



New energy sources to be connected and the existing transmission network in North Wales

2.3 What we are proposing to build

There is an existing high voltage electricity network in North Wales which serves the region and also transmits power generated in the area to the rest of the UK. This existing network has supported the generation in North Wales for many years, but it will not be sufficient to transmit the amount of new generation proposed in North Wales. New infrastructure is therefore needed.

This proposed new infrastructure will connect the proposed generation and reinforce the network in North Wales to ensure secure electricity supplies to the local area and beyond. You can read more about the need for our work and the requirements of the electricity network in our *Project Need Case*¹ document, which is available on our website.

Work in Anglesey and North Gwynedd between Wylfa and Pentir

To meet the needs of the new low carbon power in North Wales, we are proposing:

- upgrade works to the existing Wylfa substation to accommodate new equipment needed
- a new connection (in addition to the existing overhead line) from Wylfa Newydd in North Anglesey to Pentir substation in North Gwynedd. This is proposed to be made up of overhead lines on pylons and a section underground at the Menai Strait
- equipment to make the transition from overhead to underground, such as sealing end compounds on each side of the Menai Strait
- to cross the Menai Strait (such as by tunnelling, drilling or installation within other infrastructure) and the new infrastructure associated with this crossing
- an extension to the existing substation at Pentir to accommodate new equipment needed
- temporary works to enable construction such as construction compounds, road access points and lay down areas along the entirety of the connection

Work in West Gwynedd

In addition to our proposals between Wylfa and Pentir we are proposing additional work in West Gwynedd to reinforce the network and ensure power from the new low carbon generation can be provided locally and beyond. The work in West Gwynedd does not form part of our autumn 2016 community consultation and we will engage local communities separately on this. You can read more about this work and the likely consenting process in section six of this document.

2.4 Benefits and impacts of our proposals

The new generation and our connection will help the UK meet its emission reduction targets and provide secure and reliable energy for communities in North Wales and beyond. Our work is also needed to unlock the billions of pounds of investment in Anglesey and facilitate the economic ambitions for North Wales in relation to energy generation.

These benefits cannot be achieved, however, without some effects, including those which are linked to the construction and operation of our new connection and the associated development. These potentially include effects on landscape and visual amenity; ecology and wildlife; water and air quality;

¹ *National Grid North Wales Connection Project Need Case, January 2015* - [http://nationalgrid.opendebate.co.uk/files/nationalgrid/North Wales/National Grid North Wales Connection Need Case January 2015.pdf](http://nationalgrid.opendebate.co.uk/files/nationalgrid/North%20Wales/National%20Grid%20North%20Wales%20Connection%20Need%20Case%20January%202015.pdf)

drainage and flood risk; archaeology and cultural heritage; noise and vibration; and transportation and socio-economic factors. Many of these effects can be reduced or avoided through careful design and the use of mitigation measures – part of the reason we consult is to get your thoughts on how we can best achieve this.

2.5 The consenting process

New electricity lines longer than 2km are classified as a Nationally Significant Infrastructure Project (NSIP) under the planning process set out in the Planning Act 2008. This process requires that applications for consent are determined centrally, by the UK government, rather than by the local planning authority (such as a county council).

Developers of NSIP projects (such as National Grid) require a Development Consent Order (DCO) before proposals can be built.

Based on our work and consultation to date, we anticipate that our proposals from Wylfa to Pentir will include overhead lines greater than 2km and we will therefore require a DCO.

When our proposals are finalised following consultation, we will make an application for a DCO to the Planning Inspectorate. It is the Inspectorate's role to examine DCO applications and make a recommendation to the relevant Secretary of State with responsibility for deciding the application. In the case of the North Wales Connection Project, this would be the Secretary of State for Energy & Climate Change.

The DCO application will be determined in accordance with National Policy Statements (NPSs) which set out the UK government's objectives and policies for new nationally significant infrastructure. There are two NPSs that are relevant to our work:

- EN-1 is the overarching statement that explains the need for new energy infrastructure; and
- EN-5 which focuses specifically on the development of nationally significant electricity network infrastructure.

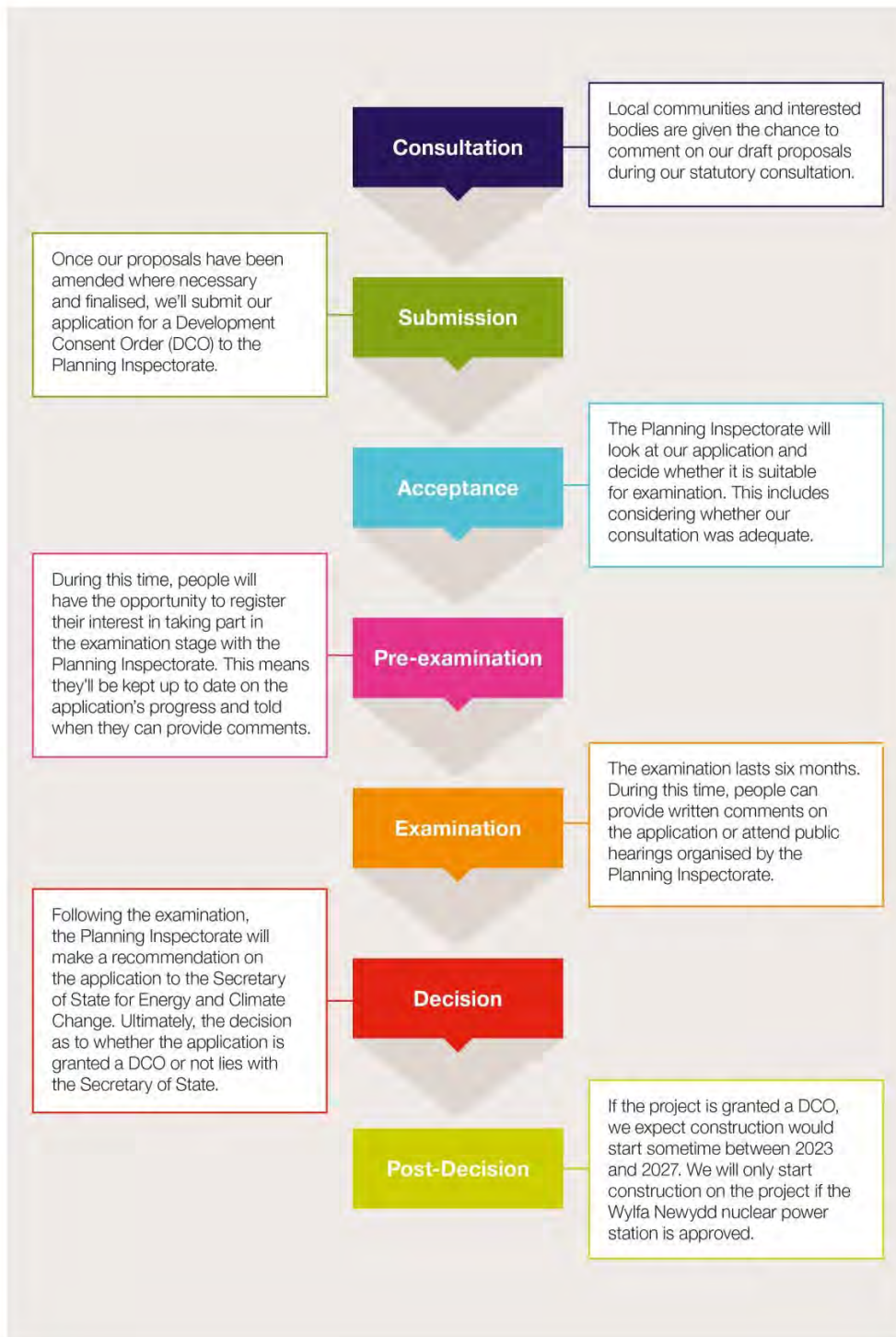
The development consent consultation and application process

Before submitting an application, the Planning Act 2008 requires developers, such as National Grid, to carry out consultation with local communities and statutory consultees. The UK government notes the early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.

It allows these groups to influence the way projects are developed and how they are integrated into the community. It helps local people understand better what a particular project means for them, so that concerns are resolved early. It allows an applicant to obtain important information about the economic, social and environmental impacts of a scheme from consultees so that potential mitigation measures can be considered and, where appropriate, built into the project before an application is submitted.

As part of this process, the Planning Inspectorate will follow a number of steps to receive and review the application, and seek further comment from interested bodies and individuals.

This process is set-out in the diagram on the next page.



More information on the planning process for NSIPs can be found at <http://infrastructure.planninginspectorate.gov.uk/>

Associated development

It is possible that some parts of our work associated with Wylfa Newydd will not be included within the DCO application such as highway enabling works. Any such work is known as ‘associated development’.

For this work, we will apply for separate consents through the appropriate planning regime, such as the Town and Country Planning Act 1990.

However, to ensure we provide local communities with a complete picture of our proposals, we are providing relevant information for all elements of our work at this consultation.

2.6 Our work and consultation to date

Mindful of the relevant requirements and guidance, our approach is to develop our projects in a step-by-step process. This is explained in [‘Our approach to the design and routeing of new electricity transmission lines’](#) document.

At each stage we develop options, assess them and consult on them where feedback can make a meaningful contribution. That feedback then informs our ongoing development of the project.

Together, the assessments we undertake and feedback we receive help us understand the effects of our work and make decisions on how best to manage them.

Our proposals in North Wales have been in development since 2010. We’ve held two stages of consultation to provide local communities and specialist bodies with the opportunity to comment on our proposals and influence our decisions. We’ve also provided additional information between consultation stages to keep people up to date as our work progressed. Our community consultation in autumn 2016 will be the next step in this ongoing process.

Our autumn 2016 community consultation is a statutory consultation on our detailed proposals. A statutory stage will typically take place when a proposed project has been worked up in detail and is ready for comment, and this consultation is then undertaken in accordance with the relevant planning regulations. Comments received to all our consultations have been and will continue to be taken into account and influence the proposals.

We anticipate that the autumn 2016 consultation will be the final project-wide consultation before we make an application for a DCO and, if necessary, applications for the project’s associated development.

Our consultation stages

| | |
|-----------------------------|---|
| Stage One: Autumn 2012 | Consultation on strategic options, preferred connection option and route corridor options. |
| Stage Two: Autumn 2015 | Consultation on route options within the preferred route corridor and sealing end compound search area options for an underground crossing at the Menai Strait/Anglesey Area of Outstanding Natural Beauty (AONB). |
| Stage Three: Autumn 2016 | Statutory consultation on proposed development including mitigation works, construction works, access roads and highways modifications etc. We will also present a Preliminary Environmental Information Report (PEIR), which will assess the likely environmental effects of the proposed development, along with other technical documents as referred to below in section three. |

Supporting information for our work to date

Our work and consultation to date is explained in the following documents, which are available on our website.

Project Need Case, updated in January 2015 - explains why the North Wales Connection project and the work we have to carry out is needed.

Strategic Options Report, updated in January 2015 - explains more about the connection options we've looked at, including overland and subsea connection options.

Wylfa-Pentir Initial Route Corridor Report, October 2012 - examines and identifies the preliminary potential overhead route corridors between Wylfa and Pentir.

Feedback Report, June 2014 - provides a summary of all the themes consultees raised during our first consultation and our responses.

Summary of Key Project Changes and Updates, January 2015 - explains the key changes that have occurred since October 2012 which have required a review of the selection of our preferred strategic option and that are now reflected in the January 2015 version of the Strategic Options Report.

Wylfa-Pentir Preferred Route Corridor Selection Report, October 2015 - provides more information about how we made our route corridor decision.

Wylfa-Pentir Route Options Report, October 2015 - explains how we have identified the route options for the new connection.

3 OUR AUTUMN 2016 COMMUNITY CONSULTATION

3.1 Overview

Our autumn 2016 community consultation is a statutory consultation on our detailed proposals between Wylfa Newydd and Pentir substation.

We anticipate this will be the final consultation on the entirety of these proposals before we make an application for a DCO. Subject to the outcomes of this consultation, where appropriate, we will consider the need for any further consultation.

The purpose of the consultation is to help people living in the vicinity of these proposals to understand them and what they mean for the local area. This means they can provide further comments and influence the development of the proposals.

This section covers what we will be consulting on, when and where we will consult, the communities we will consult with and the consultation activities we will undertake for these communities. This SoCC will be accompanied by an Engagement Plan, which will be prepared prior to the consultation. The Engagement Plan will explain in more detail the consultation activities we will undertake including information such as specific dates, venues and times of our public exhibitions and locations where people can view our project documents.

3.2 What we will be consulting on

We are asking for feedback on all aspects of our proposals, but in particular:

- all of our proposals on Anglesey and in North Gwynedd as detailed on page five
- enabling works associated with these proposals such as construction compounds, road modifications and access roads
- the potential environmental effects of our proposals and if consultees have suggestions for reducing these effects

Feedback will help us understand the effects of our work and establish what options there are to mitigate them when developing a final design.

3.3 When we will consult

We plan to consult on our proposals for ten weeks in autumn 2016.

[Exact dates will be provided when this SoCC is published for the consultation]

3.4 Where we will consult

We will consult in an area of approximately 3km from our proposals based on the potential effects of our work (such as visual effects and/or effects from construction). We will call this our consultation zone. Our community consultation activities will be focused on this consultation zone and seek to engage with those who may be affected by our work. This will include newsletters to households and consultation events. To promote broad awareness of the consultation on our proposals outside the consultation zone, we will also undertake local advertising and issue press releases to local media outlets.

[A map of our consultation zone based on our proposals will be included when this SoCC is published for consultation]

3.5 Who we will consult

The Act places an importance on people living near to proposals who may be affected by the development, permanently and/or temporarily such as during construction. S47 of the Act describes these as people “*living in the vicinity of the land to which the proposed application relates*”.

Our consultation zone will be developed in accordance with these requirements and we will consult with the following people and groups:

Local communities

Households and businesses in our consultation zone.

Elected representatives

The elected representatives for these communities, including community and town councils, county councillors with wards in the consultation zone, AMs, MPs and MEPs.

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 or 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 write to these organisations at the beginning of the consultation with information on the proposals and how to take part. We will ask if they would welcome specific consultation activities for their members in addition to our already planned activities. Requests for any specific activities will be planned and agreed with the requesting organisation in order that it best meets the needs of their members.

Visitors to the area

We will approach the local tourist information offices to hold information on the consultation. This could be an information point, posters, a supply of materials or a combination of any of these. Details will be agreed with each office in line with their requirements and the space available.

We will also write to relevant businesses (such as visitor attractions, hotels, guesthouses and caravan parks in the consultation zone) with details of the consultation and how to take part. We will ask if they are willing to hold a range of consultation materials (such as newsletters and posters) for visitors to view during the consultation. The volume and type of materials would be agreed with each business according to their requirements.

Local interest groups

We have identified a number of local interest groups who may be interested in our proposals because of their area of knowledge or specialism (such as local history/heritage, wildlife, recreation/leisure organisations). These have been identified through our own research and through responses to our previous consultations. We will write to these organisations at the start of the consultation with details of the proposals and how to take part.

3.6 How we will consult communities

We will provide a range of materials to explain our proposals. These will include a strong visual element such as diagrams, illustrations, photographs and maps. Our materials will include information on the proposals and the role of feedback to date in the decisions that have been made.

They will make clear what is included in the community consultation, the role of feedback in the ongoing development of our proposals and how to provide comments.

Community documents

We will provide a range of documents to explain our proposals to communities so they can understand their effects and provide feedback. These will be in plain language, easy to follow and make strong use of graphics and images.

All of these materials will be available in Welsh and English.

These are likely to include a combination of:

- *newsletter*: mailed to addresses in the areas in which we are consulting. This will include a large map of the proposals and information on how to provide feedback
- *overview document*: a non-technical summary of the proposals and more information on the equipment we need and infrastructure we propose to build. This will also include information on how consultation feedback to date has influenced the development of our proposals
- *Q&A document*: questions on our proposals and our answers to these
- *feedback form*: a questionnaire to capture views on our proposals and the consultation we are undertaking. People will also be welcome to respond to the consultation in writing by letter or email
- *photomontages*: a range of photomontages showing the proposed location and scale of infrastructure from vantage points. These will be available on USB memory stick, to view at our consultation events and on our website

Additional materials

- *Website and social media* – the Welsh and English project websites will be updated to explain the latest proposals, making use of graphics, illustrations, photomontages and photography to describe our work.

A postcode searchable map will allow people to easily identify their properties in relation to our proposals and an online feedback form will be available. All of our community and technical materials, as well as maps, will be available to download.

Consultation information will be issued in Welsh and English from the Project's Twitter account (@NGNorthWales). During the consultation, it is likely that tweets will be at least daily and include updates and reminders of where events are taking place, consultation deadlines and other important information.

- *3D visualisation* – we will produce a digital visualisation of our proposals showing what they will look like in the landscape and allowing people to see them from different viewpoints. This will be available at our consultation events only (due to the specialist equipment needed to run it).
- *USB memory stick* – we will produce USBs that contain digital versions of our community materials and technical documents. These will be available at consultation events, at reference locations and on request from our community relations team. The availability of the USBs will be publicised in our newsletter.

Events, information and reference locations

We'll organise a range of engagement activities for people to meet our team and/or pick-up information in locations near to our proposals. We will publicise the locations for all of these activities at the start of consultation using the community materials above.

- *Public exhibitions* – we will hold public events during the consultation. These events will be held in appropriate venues close to the proposals that are easily accessible and have high footfall (such as community centres, school halls and libraries). Events will take place across the consultation zone and be spread between weekdays and weekends. As far as possible, they will run on weekdays, 13.30-19.30, and Saturdays, 10.00-16.00.

They will give people an opportunity to talk to our team, ask questions and provide written feedback. Large scale maps, photos, a 3D visualisation and other materials will be available to view. A Welsh-speaking member of the team will be at every event.

- *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 and on bank holidays. Dedicated email addresses and a freepost address (see back cover for details) will also be available.
- *Information points* – a number of information points will be placed in locations with high footfall and open to the public, such as community halls and libraries in the consultation zone. The stands will hold copies of our community materials (newsletters, overviews, Q&As, feedback form) that people can take away with them as well as contact details for the project.
- *Reference locations* – our community materials, maps, detailed reports and plans will be available to the public at selected libraries and suitable civic locations in, or nearest to, the consultation zone, and at council offices.

[exact dates, times and venues for the above activities will be provided when this SoCC is published for the consultation]

Publicity

To make sure people are aware of our consultation, the dates, event venues and times, and how to provide feedback, we will publicise the community consultation in the following ways:

- *Newsletter mailing* – we will send a newsletter to residential and business addresses in our consultation zone.
- *Advertising* – we will place adverts in local media, such as the *Daily Post*, *Anglesey Mail & Holyhead Mail* and the *North Wales Chronicle*. We'll also advertise in Welsh in *Golwg*. Where

applicable, we will also consider online advertising in these titles. Adverts will be in Welsh and English and we anticipate running adverts: approximately one week prior to the start of our consultation, at the midpoint, and shortly before the close to remind people of the closing date.

This advertising in local press will also seek to promote broad awareness of the consultation outside of the consultation zone.

- *Press releases and media outreach* – we will issue press releases to a broad range of local and regional media highlighting upcoming consultation milestones (e.g. consultation launch, a week before the end of the consultation). This will include local newspapers, Papurau Bro (community newspapers), TV and radio stations.
- *Posters* – posters publicising the consultation dates and event locations will be provided to community and town councils and venues (such as village halls) to display. Welsh and English language posters will be produced.
- *Text alerts* – everyone registered to our text service will receive alerts in Welsh and English. The text alerts will provide consultation reminders, venue dates and other alerts to registered users. People can register with us by texting NGCYM to 80800.
- *Email to website subscribers* – everyone who has registered to receive our email updates will receive emails in Welsh and English. The emails will provide consultation details and links to materials, date reminders, venue dates and other alerts. People can register for email updates on our website www.northwalesconnection.com.
- *Twitter* – details of the consultation, where to find out information, event dates and details will be tweeted frequently from the Project's twitter account @NGNorthWales.

Technical reports

We will produce a range of technical documents to explain our proposals. These will be detailed planning documents written by specialists to explain the decisions made and how technical assessments have informed these decisions. Due to the nature of these documents they will be available in English only.

These documents will be available on our website, at reference locations and events (described above) and on USB memory stick.

These technical reports are likely to include:

- *Preliminary Environmental Information Report (PEIR)*: our proposals are classified as an environmental impact assessment development, under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended). This means we need to prepare an environmental statement alongside our DCO application.

We've already collected a large amount of information about the likely environmental effects of our proposals. This information will be presented in a Preliminary Environmental Information Report (PEIR). This report will present our initial assessments of the nature and extent of the likely environmental effects of our proposals. We will also produce a non-technical summary of the report which will be available in English and Welsh.

- *Preferred Substation Siting Report*: to explain the works required to the existing Wylfa and Pentir substations, the options considered and rationale for the preferred options selected.
- *Preferred Route Option Selection Report*: to explain the selection of the preferred route option.
- *Draft Route Alignment Report*: to explain the selection of the preferred route alignment.
- *Menai Strait Crossing Report*: to explain the options considered for crossing the Menai Strait, the options assessment undertaken and the selection of the preferred option(s). This will include information on siting of sealing end compounds and other supporting works required for the transitions from overhead to underground.

Requests for documents

We are happy to respond to reasonable requests from consultees for further copies of documents. Copies of the documents, plans, maps and Preliminary Environmental Information Report will be available free of charge from National Grid in digital format on a USB memory stick. Requests for hard copies will be reviewed on a case-by-case basis. A reasonable copying charge may apply (up to a maximum of £500 for one full suite of documents) to be paid for by the recipient in advance.

Other consultations

A number of other organisations are developing proposals in the area including Horizon Nuclear Power, Greenwire onshore and Codling Park off shore wind farms.

We will liaise with these organisations, Isle of Anglesey County Council and Gwynedd Council to understand their plans for consultation.

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

4 SUBMITTING FEEDBACK AND WHAT HAPPENS NEXT

4.1 How to submit feedback

Consultation feedback is important in both the development of our proposals and in helping to understand the effects of our proposals in order for us to establish opportunities to mitigate these.

We plan to consult on our proposals for 10 weeks in autumn 2016.

[Exact dates will be provided when this SoCC is published for the consultation]

There will be several ways to submit feedback and we welcome comments in Welsh or English. People can respond in writing using any of the following methods.

- **In writing** – to our Freepost address: FREEPOST National Grid NW Connection
- **By email** – to nationalgrid@northwalesconnection.com
- **Feedback form** – these will be available from our consultation events, information points, online at www.northwalesconnection.com or on request from our community relations team.

Everyone submitting their comments to us (and providing their contact details) will receive an acknowledgement that their feedback has been received and an explanation as to what happens next.

4.2 What happens to your feedback?

We will analyse all of the feedback and review our proposals in light of the information we have received.

Once we've reviewed our proposals following consultation, we'll assess whether our work is ready for submission. Following consultation, we may carry out further survey and appraisal work and, if we need to make any material changes to our proposals, we would carry out appropriate consultation on these changes.

Our application for a DCO will be accompanied by a consultation report, which will set out how we have considered and had regard to all feedback received. It will explain how the comments we've received from members of the public and technical stakeholders have shaped and influenced our work. This will be publically available.

5 CONSULTATION IN ADDITION TO THE COMMUNITY CONSULTATION

In addition to the community consultation, the Act also requires that a number of additional groups are consulted. These are defined as follows and include, for example, relevant local authorities, technical specialists (such as Natural Resources Wales and Cadw), major landowners (such as the MOD or the Crown Estate), transport authorities and emergency services.

5.1 Additional consultees

s42 (1) (a): prescribed consultees

- Prescribed bodies as listed in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)
- Amongst others, the prescribed bodies to be consulted include all community councils in whose area the proposals are sited, and adjoining councils

s42 (1) (b) and 43: local authorities as described in the Act

- Local authorities, as defined under s43, including those in whose area the proposals are sited, and adjoining local authorities
- We will also consult with the relevant departments within the Welsh Government

s42 (1) (d) and 44: those with an interest in the land to which the proposed application relates (such as ownership, tenancy and/or other interests)

- All persons identified as having an interest in the land to which the proposals relate, within one or more of the categories set out in section 44

At the same time as our community consultation, we will consult these consultees directly and will be inviting them to comment on our proposals during the consultation. We'll then consider their feedback alongside the feedback we receive from the public.

6 ADDITIONAL WORK IN WEST GWYNEDD: WORK NEEDED TO REINFORCE THE EXISTING ELECTRICITY NETWORK

In addition to our proposals between Wylfa and Pentir, we are proposing additional work to reinforce the network and ensure power from new low carbon generation such as Wylfa Newydd and Greenwire and Codling Park wind farms can be provided locally and beyond.

This work in West Gwynedd does not form part of the autumn 2016 community consultation and we will engage local communities separately on this.

6.1 National Grid's proposals in West Gwynedd

To facilitate the additional low carbon generation and enable the onward transmission of power, National Grid is proposing works to the existing electricity network in West Gwynedd. This will include:

- a new substation near Bryncir to connect to the local network
- upgrading existing underground cables at the Glaslyn Estuary

The work in this area is described in these documents, which are available on our website:

- **West Gwynedd Substation Siting Study** - examines and identifies suitable site options for a substation in West Gwynedd.
- **Glaslyn Estuary Route Corridor Report** - examines our preliminary preference for an underground connection, and identifies a proposed route corridor and potential route alignment at the Glaslyn Estuary.

6.2 The planning process for National Grid's proposals

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 and do not form part of the Wylfa Newydd connection project.

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 anticipated that consent for some of these works may be required under the Town & Country Planning Act 1990 (TCPA).

6.3 Consultation in West Gwynedd

When 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 which are potentially affected know how they can get involved and have their say.

6.4 Greenwire and Codling Park proposals

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 and delivered by these developers.



North Wales Connection Project

Call our freephone: 0800 990 3567

Send an email to: nationalgrid@northwalesconnection.com

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

6.2.28

Appendix 28

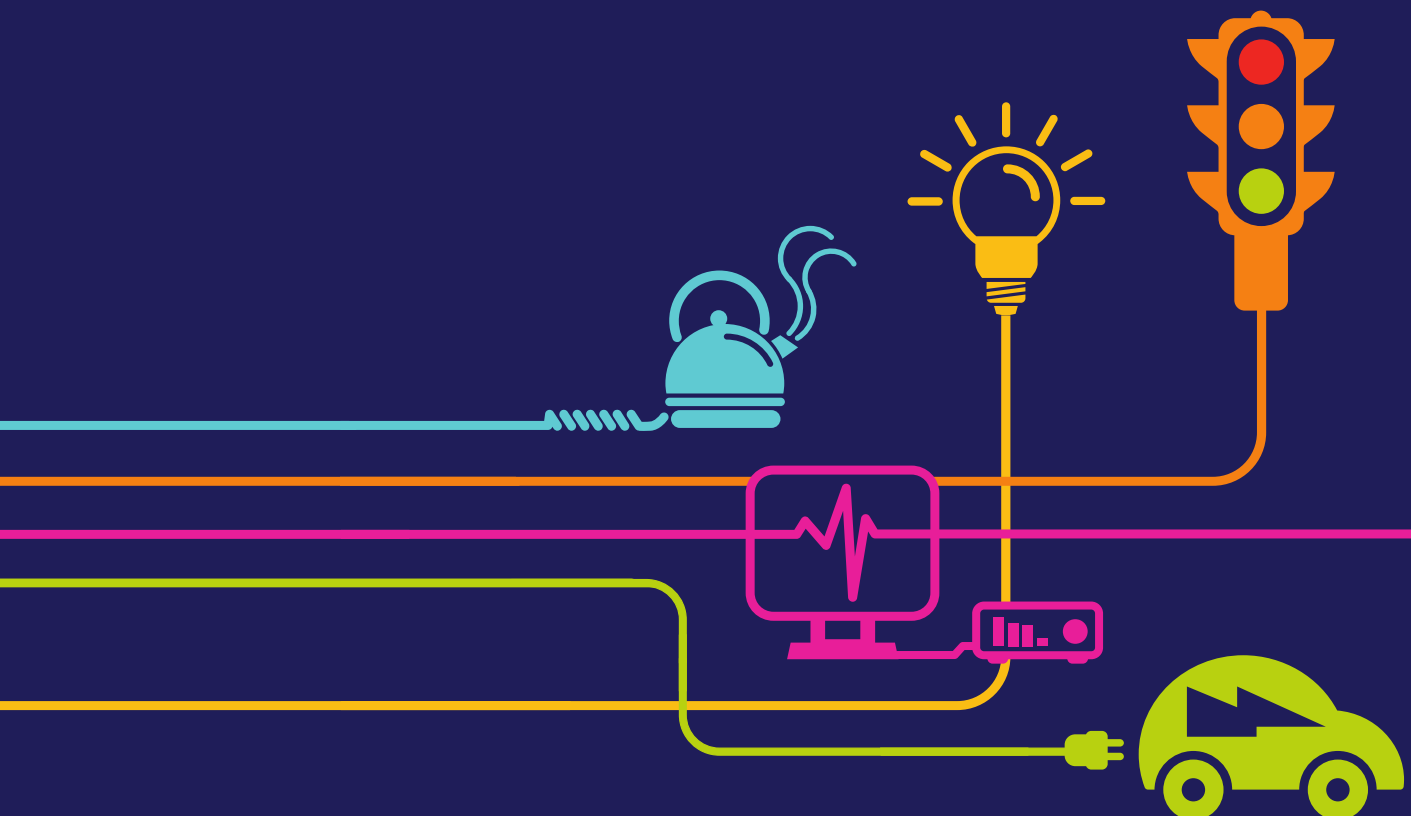
Draft SoCC sent to IACC and GC May 2016 (Welsh)

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Datganiad Drafft Ymgynghori Cymunedol

Prosiect Cysylltiad Gogledd Cymru
Cysylltu ynni carbon isel newydd yng Ngogledd Cymru

Cyhoeddwyd dan adran 47(6) Deddf Cynllunio 2008



Cynnwys

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1 PROSIECT CYSYLLTIAD GOGLEDD CYMRU'R NATIONAL GRID

1.1 Cyflwyniad

Mae'r Datganiad Ymgynghori Cymunedol yn ymwneud â Phrosiect Cysylltiad Gogledd Cymru'r National Grid, sy'n cynnwys cynigion i gysylltu ynni carbon isel newydd yng Ngogledd Cymru â'r rhwydwaith trydan cenedlaethol. Mae'n esbonio'r ymgynghoriad cymunedol y byddwn ni'n ei gynnal â'r cymunedau lleol yn Ynys Môn a gogledd Gwynedd sy'n agos at ein cynigion. Yn benodol mae'n cynnwys:

- yr hyn rydyn ni'n bwriadu ei adeiladu, ble a phryd
- y broses ganiatáu ar gyfer ein gwaith
- ymhle, gyda phwy a phryd rydyn ni'n ymgynghori
- sut rydyn ni'n ymgynghori, gan gynnwys y deunyddiau y byddwn ni'n eu paratoi a'r gweithgareddau ymgysylltu y byddwn yn eu cynnal
- pam mae adborth yn bwysig a sut mae'n dylanwadu ar ddatblygu ein cynigion
- sut i gymryd rhan a rhoi adborth

Bydd yr ymgynghoriad yn gyfle i gymunedau lleol gymryd rhan a dylanwadu ar sut bydd y cysylltiad yn cael ei adeiladu.

Rydyn ni'n bwriadu ymgynghori ar ein cynigion am 10 wythnos yn ystod hydref 2016.

[Bydd ddyddiadau yn cael eu darparu pan fydd y Datganiad hwn yn cael ei gyhoeddi ar gyfer yr ymgynghoriad]

1.2 Beth yw Datganiad Ymgynghori Cymunedol?

Mae ein gwaith yng Ngogledd Cymru yn cael ei ddsbarthu fel Prosiect Seilwaith Cenedlaethol o Arwyddocâd (NSIP) dan y broses gynllunio a nodir yn Neddf Cynllunio 2008 (y Ddeddf). Mae hyn yn golygu ein bod ni angen Gorchymyn Caniatâd Datblygu (DCO) cyn y gallwn ni fwrw ymlaen ag adeiladu'r cynigion.

Mae adran 47(1) y Ddeddf yn ei gwneud yn ofynnol i ymgeiswyr baratoi datganiad sy'n nodi sut mae'r ymgeisydd yn bwriadu ymgynghori, ynghylch y cais arfaethedig, gyda phobl sy'n byw yng nghyffiniau'r tir. Mae'r Datganiad Ymgynghori Cymunedol (SoCC) hwn wedi cael ei baratoi yn unol â'r gofyniad hwn ac yn esbonio'r ymgynghoriad statudol cyn ymgeisio rydyn ni'n bwriadu ei gynnal.

Rydyn ni wedi datblygu'r Datganiad hwn mewn ymgynghoriad â'r awdurdodau lleol perthnasol, Cyngor Sir Ynys Môn a Chyngor Gwynedd. Y mae wedi ei gynllunio i helpu aelodau o'r gymuned i ddeall sut gallan nhw gymryd rhan yn ein hymgyngoriad a'r hyn y gallan nhw ddylanwadu arno.

Rydyn ni wedi ymrwymo i sicrhau bod ein hymgyngori â'r gymuned yn hygyrch, yn ddealladwy ac yn ystyrlon. Mae'r egwyddorion arweiniol hyn wedi llywio'r wybodaeth a nodir yn y ddogfen hon a'r deunyddiau y byddwn ni'n eu darparu ar gyfer yr ymgynghoriad hwn.

Mae hwn yn ymgynghoriad statudol ac rydyn ni'n rhagweld mai hwn fydd yr ymgynghoriad diwethaf ar y prosiect cyfan cyn i ni wneud ein ceisiadau am ganiatâd i'r awdurdodau perthnasol. Mae'r ymgynghoriad cymunedol yn gyfle i chi ddweud eich dweud a dylanwadu ar sut rydyn ni'n datblygu ein cynigion.

Cyhoeddir Cynllun Ymgysylltu i ganlyn y Datganiad, a fydd yn cael ei baratoi cyn yr ymgynghoriad. Bydd y cynllun yn esbonio'n fanylach y gweithgareddau ymgynghori y byddwn ni'n eu cynnal, gan gynnwys gwybodaeth fel dyddiadau, lleoliadau ac amseroedd penodol ein harddangosfeydd cyhoeddus a'r manau lle gall pobl weld dogfennau ein prosiect.

2 EIN GWAITH YNG NGOGLEDD CYMRU

2.1 Ynni carbon isel newydd yng Ngogledd Cymru

Mae Prosiect Cysylltiad Gogledd Cymru yn ymwneud â chysylltu ynni carbon isel newydd a fydd yn cael ei gynhyrchu yng Ngogledd Cymru â'r rhwydwaith trydan cenedlaethol.

Mae angen cyflenwadau newydd o ynni sicr a dibynadwy ar Gymru a gweddill y Deyrnas Unedig ar yr un pryd â mynd i'r afael â newid yn yr hinsawdd. Mae hyn yn golygu buddsoddiad mawr mewn ffynonellau pŵer carbon isel newydd.

Yng Ngogledd Cymru, bu ymgyrch i roi Ynys Môn ar flaen y gad o ran ymchwil a datblygu, cynhyrchu a gwasanaethu ym maes ynni. Y nod yw harneisio cymysgedd cyfoethog o ynni, gan gynnwys niwclear, gwynt, llanw, biomas a solar.

Amcangyfrifir y gallai'r ymgyrch hon gyfrannu bron i £12 biliwn at economi Ynys Môn a Gogledd Cymru dros y 15 blynedd nesaf a sicrhau manteision cymdeithasol ac amgylcheddol ar draws y rhanbarth.

2.2 Ein rôl

Mae National Grid yn rheoli ac yn berchen ar y grid sy'n cysylltu nifer o ffynonellau ynni gwahanol. Ein gwaith ni ydi cysylltu ffynonellau pŵer newydd i'r National Grid er mwyn i gartrefi a busnesau allu defnyddio'r trydan.

Yng Ngogledd Cymru, mae gennym ni gontract ar hyn o bryd i gysylltu llawer iawn o bŵer carbon isel newydd:

- Wylfa Newydd: gorsaf bŵer niwclear 2.8 gigawat (GW) newydd Pŵer Niwclear Horizon yn Ynys Môn
- Greenwire: fferm wynt 1 GW ar y tir yn Iwerddon
- Codling Park: fferm wynt 1 GW ar y môr oddi ar arfordir Iwerddon



Ffynonellau ynni newydd i'w cysylltu â'r rhwydwaith trawsyrmiant yng Ngogledd Cymru ar hyn o bryd

2.3 Yr hyn rydyn ni'n bwriadu ei adeiladu

Mae rhwydwaith trydan foltedd uchel yng Ngogledd Cymru ar hyn o bryd sy'n gwasanaethu'r rhanbarth a hefyd yn trosglwyddo'r pŵer a gynhyrchir yn yr ardal i weddill y Deyrnas Unedig. Mae'r rhwydwaith presennol wedi ategu'r gwaith cynhyrchu yng Ngogledd Cymru ers blynyddoedd lawer, ond ni fydd yn ddigon i drosglwyddo swm arfaethedig y genhedlaeth newydd yng Ngogledd Cymru. Gan hynny, mae angen seilwaith newydd.

Bydd y seilwaith newydd arfaethedig yn cysylltu'r gwaith cynhyrchu arfaethedig ac yn atgyfnerthu'r rhwydwaith yng Ngogledd Cymru er mwyn sicrhau cyflenwadau trydan diogel i'r ardal leol a thu hwnt. Cewch ragor o wybodaeth am yr angen am ein gwaith a gofynion y rhwydwaith trydan yn ein dogfen *Project Need Case*,¹ sydd ar gael ar ein gwefan.

Gwaith yn Ynys Môn a gogledd Gwynedd rhwng Wylfa a Phentir

Er mwyn diwallu anghenion y pŵer carbon isel newydd yng Ngogledd Cymru, rydyn ni'n cynnig:

- uwchraddio gwaith ar is-orsaf bresennol Wylfa ar gyfer y cyfarpar newydd sydd ei angen
- cysylltiad newydd (yn ychwanegol at y llinell uwchben bresennol) o Wylfa Newydd yng ngogledd Ynys Môn i is-orsaf Pentir yng ngogledd Gwynedd. Bwriedir gwneud hyn drwy gyfrwng llinellau uwchben ar beilonau a rhai tanddaearol dan y Fenai
- offer i wneud y trawsnewid o linellau uwchben i rai dan y ddaear, fel compownd selio y naill ochr a'r llall ar y Fenai
- croesi'r Fenai (drwy dwnelu, drilio neu osod seilwaith arall) a'r seilwaith newydd sy'n gysylltiedig â'r groesfan hon
- estyniad i'r is-orsaf bresennol ym Mhentir i ddarparu ar gyfer yr offer newydd sydd ei angen
- gwaith dros dro er mwyn galluogi adeiladu pethau fel compowndiau adeiladu, pwyntiau mynediad ar y ffordd a manau gosod ar hyd y cysylltiad yn ei gyfanrwydd

Gwaith yng ngorllewin Gwynedd

Yn ychwanegol at ein cynigion rhwng Wylfa a Phentir, rydyn ni'n cynnig gwaith ychwanegol yng ngorllewin Gwynedd i atgyfnerthu'r rhwydwaith a sicrhau y gellir darparu pŵer o'r gwaith cynhyrchu carbon isel newydd yn lleol a thu hwnt. Nid yw'r gwaith yng ngorllewin Gwynedd yn rhan o'n hymgyngoriad cymunedol yn ystod hydref 2016 a byddwn yn ymgysylltu â chymunedau lleol ar wahân ar hyn. Cewch ragor o wybodaeth am y gwaith hwn a'r broses gydlynio debygol yn adran chwech y ddogfen hon.

2.4 Manteision ac effeithiau ein cynigion

Bydd y gwaith cynhyrchu newydd a'n cysylltiad yn helpu'r Deyrnas Unedig i gyflawni ei thargedau lleihau allyriadau a darparu ynni diogel a dibynadwy i gymunedau yng Ngogledd Cymru a thu hwnt. Mae angen ein gwaith hefyd i ddatgloi biliynau o bunnoedd o fuddsoddiad yn Ynys Môn a hwyluso uchelgeisiau economaidd ar gyfer Gogledd Cymru mewn perthynas â chynhyrchu ynni.

¹¹ *National Grid North Wales Connection Project Need Case, January 2015 - [http://nationalgrid.opendebate.co.uk/files/nationalgrid/North Wales/National Grid North Wales Connection Need Case January 2015.pdf](http://nationalgrid.opendebate.co.uk/files/nationalgrid/North%20Wales/National%20Grid%20North%20Wales%20Connection%20Need%20Case%20January%202015.pdf)*

Ni ellir cyflawni'r manteision hyn, fodd bynnag, heb ryw effeithiau, gan gynnwys y rhai sy'n gysylltiedig ag adeiladu a gweithredu ein cysylltiad newydd a'r datblygiad cysylltiedig. Mae'r rhain o bosibl yn cynnwys effeithiau ar y dirwedd ac amwynder gweledol; ecoleg a bywyd gwylt; ansawdd dŵr ac aer; draenio a'r perygl o lifogydd; archaeoleg a threftadaeth ddiwylliannol; sŵn a dirgrynu; a chludiant a ffactorau economaidd-gymdeithasol. Gellir lleihau llawer o'r effeithiau hyn neu eu hosgoi drwy ddylunio gofalus a defnyddio mesurau lliniaru - rhan o'r rheswm rydyn ni'n ymgynghori yw cael eich barn am sut gallwn ni gyflawni hyn yn y ffordd orau.

2.5 Y broses gydsynio

Mae llinellau trydan newydd sy'n hirach na 2km yn cael eu dosbarthu fel Prosiect Seilwaith Cenedlaethol ei Arwyddocâd (NSIP) dan y broses gynllunio a nodir yn Neddf Cynllunio 2008. Mae'r broses hon yn ei gwneud yn ofynnol bod ceisiadau am ganiatâd yn cael eu pennu'n ganolog, gan lywodraeth y Deyrnas Unedig, yn hytrach na gan yr awdurdod cynllunio lleol (y cyngor sir, er enghraifft).

Mae datblygwyr prosiectau NSIP (fel National Grid) angen Gorchymyn Caniatâd Datblygu (DCO) cyn y gellir adeiladu cynigion.

Yn seiliedig ar ein gwaith a'n hymgyngori hyd yma, rydyn ni'n rhagweld y bydd ein cynigion o Wylfa i Bentir yn cynnwys llinellau uwchben sy'n fwy na 2km ac felly byddwn angen DCO.

Pan fydd ein cynigion yn cael eu cwblhau ar ôl ymgynghori, byddwn yn gwneud cais am DCO i'r Arolygiaeth Gynllunio. Rôl yr Arolygiaeth yw archwilio ceisiadau DCO a gwneud argymhelliad i'r Ysgrifennydd Gwladol perthnasol sy'n gyfrifol am benderfynu ar y cais. Yn achos Prosiect Cysylltiad Gogledd Cymru, yr Ysgrifennydd Gwladol dros Ynni a Newid Hinsawdd fyddai hwnnw.

Bydd y cais DCO yn cael ei benderfynu yn unol â'r Datganiadau Polisi Cenedlaethol (NPS) sy'n nodi amcanion a pholisïau llywodraeth y Deyrnas Unedig ar gyfer seilwaith newydd o bwys cenedlaethol. Mae dau NPS sy'n berthnasol i'n gwaith:

- EN-1 yw'r datganiad cyffredinol sy'n esbonio'r angen am seilwaith ynni newydd; ac
- EN-5, sy'n canolbwyntio'n benodol ar ddatblygu seilwaith rhwydwaith trydan o bwys cenedlaethol.

Yr ymgynghoriad caniatâd datblygu a'r broses ymgeisio

Cyn cyflwyno cais, mae Deddf Cynllunio 2008 yn ei gwneud yn ofynnol i ddatblygwyr, fel National Grid, gynnal ymgynghoriad gyda chymunedau lleol ac ymgynghoreion statudol. Mae llywodraeth y Deyrnas Unedig yn nodi fod cyfranogiad cynnar cymunedau lleol, awdurdodau lleol ac ymgynghoreion statudol yn gallu arwain at fanteision sylweddol i bawb.

Mae'n caniatáu i'r grwpiau hyn ddylanwadu ar y ffordd y caiff prosiectau eu datblygu a sut maen nhw'n cael eu hintegreiddio yn y gymuned. Mae'n helpu pobl leol i ddeall yn well beth mae prosiect penodol yn ei olygu iddyn nhw, fel y bydd pryderon yn cael eu datrys yn gynnar. Mae'n caniatáu i ymgeisydd gael gwybodaeth bwysig am effeithiau economaidd, cymdeithasol ac amgylcheddol cynllun gan ymgynghoreion, fel y gellir ystyried mesurau lliniaru posibl, a lle bo'n briodol, eu cynnwys yn y prosiect cyn i gais gael ei gyflwyno.

Fel rhan o'r broses hon, bydd yr Arolygiaeth Gynllunio yn dilyn nifer o gamau i dderbyn ac adolygu'r cais, a cheisio sylwadau pellach gan gyrff ac unigolion sydd â diddordeb.

Mae'r broses yn cael ei hamlinellu yn y diagram ar y dudalen nesaf.



Ceir rhagor o wybodaeth am y broses gynllunio ar gyfer NSIPs ar <http://infrastructure.planningportal.gov.uk/cy/>

Datblygiadau cysylltiedig

Mae'n bosibl na fydd rhai rhannau o'n gwaith sy'n gysylltiedig â Wylfa Newydd yn cael eu cynnwys yn y cais DCO, fel y gwaith galluogi priffyrdd, er enghraifft. Mae unrhyw waith o'r fath yn cael ei alw'n 'datblygiad cysylltiedig'.

Ar gyfer y gwaith hwn, byddwn yn gwneud cais am ganiatâd ar wahân drwy'r gyfundrefn gynllunio briodol, fel Deddf Cynllunio Gwlad a Thref 1990.

Fodd bynnag, er mwyn sicrhau ein bod ni'n cynnig golwg gyflawn ar ein cynigion i gymunedau lleol, rydyn ni'n darparu gwybodaeth berthnasol ar gyfer pob elfen o'n gwaith yn yr ymgynghoriad hwn.

2.6 Ein gwaith a'n hymgyngori hyd yma

Gan gadw mewn cof y gofynion a'r canllawiau perthnasol, ein hymagwedd yw datblygu ein prosiectau gam wrth gam. Esbonnir hyn yn y ddogfen [*'Our approach to the design and routeing of new electricity transmission lines'*](#).

Rydyn ni'n datblygu dewisiadau ar bob cam, yn eu hasesu ac yn ymgynghori yn eu cylch lle gall adborth wneud cyfraniad ystyrion. Mae'r adborth hwnnw wedyn yn llywio ein gwaith datblygu parhaus ar y prosiect.

Gyda'i gilydd, mae'r asesiadau rydyn ni'n eu cynnal a'r adborth a gawn ni yn ein helpu ni i ddeall effeithiau ein gwaith a gwneud penderfyniadau ar y ffordd orau o'u rheoli.

Rydyn ni wedi bod yn datblygu ein cynigion yng Ngogledd Cymru ers 2010. Rydyn ni wedi cynnal dau gam ymgynghori er mwyn rhoi'r cyfle i gymunedau lleol a chyrff arbenigol roi sylwadau ar ein cynigion a dylanwadu ar ein penderfyniadau. Rydyn ni hefyd wedi darparu gwybodaeth ychwanegol rhwng cyfnodau ymgynghori i roi gwybod i bobl beth oedd y diweddaraf wrth i'n gwaith ni fynd rhagddo. Ein hymgyngoriad cymunedol yn ystod hydref 2016 fydd y cam nesaf yn y broses barhaus hon.

Mae ein hymgyngoriad cymunedol yn ystod hydref 2016 yn ymgynghoriad statudol ar ein cynigion manwl. Bydd cam statudol fel arfer yn digwydd pan fydd prosiect arfaethedig wedi cael ei lunio'n fanwl ac yn barod ar gyfer sylwadau, ac yna mae'r ymgynghoriad hwn yn cael ei wneud yn unol â'r rheoliadau cynllunio perthnasol. Mae sylwadau a gafwyd i'n holl ymgynghoriadau wedi cael eu hystyried, a bydd hynny'n parhau i ddigwydd, ac fe fyddan nhw'n dylanwadu ar y cynigion.

Rydyn ni'n rhagweld mai'r ymgynghoriad yn ystod hydref 2016 fydd yr ymgynghoriad terfynol ar draws y prosiect cyn i ni wneud cais am DCO ac, os oes angen, ceisiadau ar gyfer datblygiadau cysylltiedig y prosiect.

Ein camau ymgynghori

| | |
|-------------------------|---|
| Cam Cyntaf: Hydref 2012 | Ymgynghoriad ar ddewisiadau strategol, y dewis cysylltu sy'n cael ei ffafrio a dewisiadau o ran y coridor llwybr. |
| Cam Dau: Hydref 2015 | Ymgynghoriad ar ddewisiadau llwybr yn y coridor sy'n cael ei ffafrio a dewisiadau ardaloedd chwilio ar gyfer compownd selio ar gyfer croesi o dan y ddaear wrth y Fenai/Ardal o Harddwch Naturiol Eithriadol Ynys Môn (AHNE). |
| Cam Tri: Hydref 2016 | Ymgynghoriad statudol ar y datblygiad arfaethedig gan gynnwys gwaith lliniaru, gwaith adeiladu, ffyrdd mynediad ac addasiadau i briffyrdd ac ati. Byddwn hefyd yn cyflwyno Adroddiad Gwybodaeth Amgylcheddol Rhagarweiniol (PEIR), a fydd yn asesu effeithiau amgylcheddol tebygol y datblygiad arfaethedig, ynghyd â dogfennau technegol eraill y cyfeirir atyn nhw isod yn adran tri. |

Gwybodaeth ategol ar gyfer ein gwaith hyd yma

Mae ein gwaith a'n hymgyngoriad hyd yma yn cael ei esbonio yn y dogfennau a ganlyn, sydd ar gael ar ein gwefan.

Project Need Case, a ddiweddarwyd ym mis Ionawr 2015 - mae'n esbonio pam mae angen Prosiect Cysylltiad Gogledd Cymru a'r gwaith mae'n rhaid i ni ei wneud.

Strategic Options Report, a ddiweddarwyd ym mis Ionawr 2015 - mae'n esbonio mwy am y dewisiadau cysylltu rydyn ni wedi eu hystyried, gan gynnwys dewisiadau cysylltu dros y tir ac o dan y môr.

Wylfa-Pentir Initial Route Corridor Report, Hydref 2012 - mae'n trin ac yn trafod ac yn nodi'r coridorau llwybr uwchben rhagarweiniol posibl rhwng Wylfa a Phentir.

Feedback Report, Mehefin 2014 - mae'n darparu crynodeb o'r holl themâu a godwyd gan ymgynghoreion yn ystod ein hymgyngoriad cyntaf, ynghyd â'n hymatebion.

Summary of Key Project Changes and Updates, Ionawr 2015 - mae'n esbonio'r newidiadau allweddol sydd wedi digwydd ers mis Hydref 2012 sydd wedi arwain at adolygu ein dewis strategol ac sydd bellach yn cael eu hadlewyrchu yn fersiwn Ionawr 2015 yr Adroddiad Dewisiadau Strategol.

Wylfa-Pentir Preferred Route Corridor Selection Report, Hydref 2015 - mae'n darparu rhagor o wybodaeth am sut daethom i benderfyniad ar lwybr y coridor.

Wylfa-Pentir Route Options Report, Hydref 2015 - mae'n esbonio sut roedden ni wedi dewis y llwybrau posibl ar gyfer y cysylltiad newydd.

3 EIN HYMGYNGHORIAD CYMUNEDOL YN YSTOD HYDREF 2016

3.1 Golwg gyffredinol

Mae ein hymgyngoriad cymunedol yn ystod hydref 2016 yn ymgyngoriad statudol ar ein cynigion manwl rhwng Wylfa Newydd ac is-orsaf Pentir.

Rydyn ni'n rhagweld mai hwn fydd yr ymgyngoriad terfynol ar gyfanrwydd y cynigion hyn cyn i ni wneud cais DCO. Yn amodol ar ganlyniadau'r ymgyngoriad hwn, lle bo'n briodol, byddwn yn ystyried yr angen am unrhyw ymgyngori pellach.

Pwrpas yr ymgyngoriad yw helpu pobl sy'n byw yng nghyffiniau'r cynigion hyn i'w deall nhw a beth maen nhw'n ei olygu i'r ardal leol. Mae hyn yn golygu y gallan nhw ddarparu sylwadau pellach a dylanwadu ar ddatblygu'r cynigion.

Mae'r adran hon yn sôn am yr hyn y byddwn ni'n ymgyngori arno, pryd a ble byddwn ni'n ymgyngori, y cymunedau y byddwn ni'n ymgyngori â nhw a'r gweithgareddau ymgyngori y byddwn ni'n eu cynnal gyda'r cymunedau hyn. Cyhoeddir Cynllun Ymgysylltu i ganlyn y Datganiad, a fydd yn cael ei baratoi cyn yr ymgyngoriad. Bydd y Cynllun Ymgysylltu yn esbonio'n fanylach y gweithgareddau ymgyngori y byddwn ni'n eu cynnal, gan gynnwys gwybodaeth fel dyddiadau, lleoliadau ac amseroedd penodol ein harddangosfeydd cyhoeddus a'r manau lle gall pobl weld dogfennau ein prosiect.

3.2. Ar beth fyddwn ni'n ymgyngori

Rydyn ni'n gofyn am adborth ar bob agwedd ar ein cynigion, ond yn arbennig ar:

- ein holl gynigion ar Ynys Môn ac yng ngogledd Gwynedd fel y nodir ar dudalen pump
- gwaith galluogi sy'n gysylltiedig â'r cynigion hyn, fel compowndiau adeiladu, addasiadau ffyrdd a ffyrdd mynediad
- effeithiau amgylcheddol posibl ein cynigion ac a oes gan ymgyngoreion awgrymiadau ar leihau'r effeithiau hyn

Bydd adborth yn ein helpu ni i ddeall effeithiau ein gwaith a sefydlu pa ddewisiadau sydd o ran eu lliniaru wrth ddatblygu dyluniad terfynol.

3.3 Pryd fyddwn ni'n ymgyngori

Rydyn ni'n bwriadu ymgyngori ar ein cynigion am 10 wythnos yn ystod hydref 2016.

[Bydd yr union ddyddiadau yn cael eu darparu pan fydd y Datganiad hwn yn cael ei gyhoeddi ar gyfer ymgyngoriad]

3.4 Ymhle fyddwn ni'n ymgyngori

Byddwn yn ymgyngori mewn ardal tua 3km o amgylch ein cynigion, yn seiliedig ar effeithiau posibl ein gwaith (effeithiau gweledol a/neu effeithiau adeiladu, er enghraifft). Hwn fydd ein 'hardal ymgyngori'. Bydd ein gweithgareddau ymgyngori cymunedol yn canolbwyntio ar yr ardal ymgyngori hon, ac yn ceisio ymgysylltu â'r rhai fydd o bosibl yn cael eu heffeithio gan ein gwaith. Bydd hyn yn cynnwys cylchlythyrau i gartrefi a digwyddiadau ymgyngori. Er mwyn hybu ymwybyddiaeth eang o'r ymgyngoriad ar ein cynigion y tu allan i'r ardal ymgyngori, byddwn hefyd yn hysbysebu'n lleol ac yn cyhoeddi datganiadau i'r wasg i'r cyfryngau lleol.

[Bydd map o'n hardal ymgynghori yn seiliedig ar ein cynigion yn cael ei gynnwys pan fydd y Datganiad hwn yn cael ei gyhoeddi ar gyfer ymgynghoriad]

3.5 Gyda phwy fyddwn ni'n ymgynghori

Mae'r Ddeddf yn rhoi pwysigrwydd ar bobl sy'n byw yn agos at gynigion a allai gael eu heffeithio gan y datblygiad, yn barhaol a/neu dros dro, fel yn ystod y gwaith adeiladu. Mae Adran 47 y Ddeddf yn disgrifio'r rhain fel pobl sy'n byw yng nghyffiniau'r tir sy'n rhan o'r cais arfaethedig.

Bydd ein hardal ymgynghori yn cael ei datblygu yn unol â'r gofynion hyn a byddwn yn ymgynghori â'r bobl a'r grwpiau a ganlyn:

Cymunedau lleol

Aelwydydd a busnesau yn ein hardal ymgynghori.

Cynrychiolwyr etholedig

Cynrychiolwyr etholedig y cymunedau hyn, gan gynnwys cynghorau tref a chymuned, cynghorwyr sir sydd â wardiau yn yr ardal ymgynghori, ACau, ASau ac ASEau.

Grwpiau anodd eu cyrraedd

Rydyn ni'n cydnabod bod unigolion a grwpiau a allai ei chael hi'n anodd cymryd rhan yn y broses ymgynghori, fel pobl ifanc neu bobl hŷn; pobl sydd ag anabledd corfforol neu anhawster dysgu; neu'r rhai nad Cymraeg na Saesneg ydi eu hiaith gyntaf.

Rydyn ni wedi gweithio gyda Chyngor Sir Ynys Môn a Chyngor Gwynedd i ddod o hyd i sefydliadau sy'n cynrychioli'r unigolion hyn. Byddwn yn ysgrifennu at y sefydliadau hyn ar ddechrau'r ymgynghoriad gyda gwybodaeth am y cynigion a sut i gymryd rhan. Byddwn yn gofyn a fydden nhw'n hoffi cael gweithgareddau ymgynghori penodol ar gyfer eu haelodau yn ogystal â'r gweithgareddau sydd gennym ar y gweill yn barod. Bydd ceisiadau ar gyfer unrhyw weithgaredd penodol yn cael eu cynllunio a'u cytuno gyda'r sefydliad sy'n gwneud cais er mwyn cwrdd ag anghenion eu haelodau yn y ffordd orau.

Ymwelwyr â'r ardal

Byddwn yn cysylltu â'r canolfannau croeso lleol i gadw gwybodaeth am yr ymgynghoriad. Gallai hyn fod yn bwynt gwybodaeth, poster, cyflenwad o ddeunyddiau neu gyfuniad o'r rhain. Bydd manylion yn cael eu cytuno gyda phob swyddfa yn unol â'u gofynion a'r lle sydd ar gael.

Byddwn hefyd yn ysgrifennu at fusnesau perthnasol (fel atyniadau ymwelwyr, gwestai, tai llety a meysydd carafanau yn yr ardal ymgynghori) gyda manylion yr ymgynghoriad a sut i gymryd rhan. Byddwn yn gofyn a ydyn nhw'n barod i gadw amrywiaeth o ddeunyddiau ymgynghori (fel cylchlythyrau a phoster) i ymwelwyr eu gweld yn ystod yr ymgynghoriad. Byddai swm a math y deunyddiau yn cael ei gytuno gyda phob busnes yn unol â'u gofynion.

Grwpiau diddordeb lleol

Rydym wedi nodi nifer o grwpiau diddordeb lleol a all fod â diddordeb yn ein cynigion oherwydd eu maes gwybodaeth neu eu harbenigedd (fel sefydliadau hanes/treftadaeth, bywyd gwyllt, hamdden lleol). Nodwyd y rhain drwy ein hymchwil ein hunain a thrwy ymatebion i'n hymgyngoriadau blaenorol. Byddwn yn ysgrifennu at y sefydliadau hyn ar ddechrau'r ymgynghoriad gyda manylion am y cynigion a sut i gymryd rhan.

3.6 Sut byddwn ni'n ymgynghori â chymunedau

Fe wnawn ni ddarparu amrywiaeth o ddeunyddiau i esbonio ein cynigion. Bydd y rhain yn cynnwys elfennau gweledol cryf fel diagramau, lluniau, ffotograffau a mapiau. Bydd ein deunyddiau yn cynnwys gwybodaeth am y cynigion a rôl yr adborth hyd yma yn y penderfyniadau a wnaed.

Fe fyddan nhw'n nodi'n glir beth sydd wedi ei gynnwys yn yr ymgynghoriad cymunedol, rôl adborth yn natblygiad parhaus ein cynigion a sut i roi sylwadau.

Dogfennau cymunedol

Byddwn yn darparu amrywiaeth o ddogfennau i esbonio ein cynigion i gymunedau er mwyn iddyn nhw ddeall eu heffeithiau a rhoi adborth. Bydd y rhain mewn iaith syml, yn hawdd i'w dilyn ac yn gwneud llawer o ddefnydd o graffigwaith a delweddau.

Bydd pob un o'r deunyddiau hyn ar gael yn Gymraeg ac yn Saesneg.

Mae'r rhain yn debygol o gynnwys cyfuniad o:

- *cylchlythyr*: wedi ei bostio i gyfeiriadau yn yr ardaloedd lle'r ydyn ni'n ymgynghori. Bydd hyn yn cynnwys map mawr o'r cynigion a gwybodaeth am sut i roi adborth
- *dogfen drosolwg*: crynodeb annhechnegol o'r cynigion a rhagor o wybodaeth am yr offer fydd ei angen arnom a'r seilwaith rydyn ni'n bwriadu ei adeiladu. Bydd hyn hefyd yn cynnwys gwybodaeth am sut mae adborth ymgynghori hyd yma wedi dylanwadu ar ddatblygiad ein cynigion
- *dogfen cwestiynau ac atebion*: cwestiynau ar ein cynigion a'n hatebion i'r rhain
- *ffurflen adborth*: holiadur er mwyn casglu safbwyntiau pobl ynghylch ein cynigion a'r ymgynghoriad rydyn ni'n ei gynnal. Mae croeso i bobl ymateb i'r ymgynghoriad yn ysgrifenedig drwy lythyr neu neges e-bost hefyd
- *montage ffotograffig*: amrywiaeth o ffotogyfosodiadau yn dangos lleoliad arfaethedig a graddfa'r seilwaith o fannau gwahanol. Bydd y rhain ar gael ar gof bach USB, i'w gweld yn ein digwyddiadau ymgynghori ac ar ein gwefan

Deunyddiau ychwanegol

- *Gwefan a chyfryngau cymdeithasol* - bydd gwefannau Cymraeg a Saesneg y prosiect yn cael eu diweddarau i esbonio'r cynigion diweddaraf, gan ddefnyddio graffigwaith, darluniau, ffotogyfosodiadau a ffotograffiaeth i ddisgrifio ein gwaith.

Bydd map chwiliadwy yn ôl cod post yn galluogi pobl i nodi eu heiddo yn hawdd mewn perthynas â'n cynigion a bydd ffurflen adborth ar-lein ar gael. Bydd ein holl ddeunyddiau cymunedol a thechnegol, yn ogystal â mapiau, ar gael i'w llwytho i lawr.

Bydd gwybodaeth am yr ymgynghoriad yn cael ei chyhoeddi yn Gymraeg a Saesneg drwy gyfrif Twitter y Prosiect (@NGNorthWales). Yn ystod yr ymgynghoriad, mae'n debygol y bydd trydariadau dyddiol o leiaf, a fydd yn cynnwys diweddariadau a nodiadau atgoffa am lle mae digwyddiadau'n cael eu cynnal, terfynau amser ymgynghori a gwybodaeth bwysig arall.

- *Delweddu 3D* - byddwn yn delweddu ein cynigion ni'n ddigidol gan ddangos sut byddan nhw'n edrych yn y dirwedd, gan alluogi pobl i'w gweld o wahanol safbwyntiau. Bydd hwn ar gael yn ein digwyddiadau ymgynghori yn unig (oherwydd y cyfarpar arbenigol sydd ei angen i'w redeg).
- *Cof bach USB* - byddwn yn paratoi teclynnau USB sy'n cynnwys fersiynau digidol o'n deunyddiau cymunedol a'n dogfennau technegol. Bydd y rhain ar gael mewn digwyddiadau ymgynghori, mewn lleoliadau cyfeirio ac ar gais gan ein tîm cysylltiadau cymunedol. Bydd argaeledd y teclynnau USB hyn yn cael cyhoeddusrwydd yn ein cylchlythyr.

Digwyddiadau, gwybodaeth a lleoliadau cyfeirio

Byddwn ni'n trefnu amrywiaeth o weithgareddau ymgysylltu i bobl gyfarfod â'n tîm a/neu gasglu gwybodaeth mewn lleoliadau sy'n lleol i'n cynigion. Byddwn yn hysbysebu lleoliadau pob un o'r gweithgareddau hyn ar ddechrau'r ymgynghoriad gan ddefnyddio'r deunyddiau cymunedol uchod.

- *Arddangosfeydd cyhoeddus* - byddwn yn cynnal digwyddiadau cyhoeddus yn ystod yr ymgynghoriad. Bydd y digwyddiadau hyn yn cael eu cynnal mewn lleoliadau priodol sy'n lleol i'r cynigion sy'n hawdd eu cyrraedd ac sy'n denu nifer dda o bobl (fel canolfannau cymunedol, neuaddau ysgol a llyfrgelloedd). Bydd digwyddiadau yn cael eu cynnal ar draws yr ardal ymgynghori ac yn cael eu cynnal ar adegau amrywiol yn ystod yr wythnos ac ar benwythnosau. Cyn belled ag y bo modd, fe fyddan nhw'n cael eu cynnal yn ystod yr wythnos waith rhwng 13.30 a 19.30, ac ar ddyddiau Sadwrn rhwng 10.00 a 16.00.

Fe fyddan nhw'n rhoi cyfle i bobl siarad gyda'n tîm, gofyn cwestiynau a rhoi adborth ysgrifenedig. Bydd mapiau ar raddfa fawr, ffotograffau, delweddu 3D a deunyddiau eraill ar gael i'w gweld. Bydd aelod o'r tîm sy'n siarad Cymraeg ym mhob digwyddiad.

- *Ymholiadau a gwybodaeth* - bydd gennym linell ymholiadau rhadffôn yn Gymraeg a Saesneg (9am-5pm o ddydd Llun i ddydd Gwener) a bydd gwasanaeth peiriant ateb ar gael y tu allan i'r oriau hyn ac ar wyliau banc. Bydd cyfeiriadau e-bost a chyfeiriad rhadbost arbennig (mae'r manylion ar y clawr cefn) hefyd ar gael.
- *Mannau gwybodaeth* - bydd nifer o fannau gwybodaeth yn cael eu rhoi mewn lleoliadau sy'n denu nifer fawr o bobl ac sy'n agored i'r cyhoedd, fel neuaddau cymunedol a llyfrgelloedd, yn yr ardal ymgynghori. Bydd y stondinau yn cadw copïau o'n deunyddiau cymunedol (cylchlythrau, trosolygon, cwestiynau ac atebion, ffurflenni adborth) y gall pobl fynd â nhw gyda nhw, yn ogystal â manylion cyswllt y prosiect.
- *Mannau cyfeirio* - bydd ein deunyddiau cymunedol, mapiau, adroddiadau manwl a chynlluniau ar gael i'r cyhoedd mewn llyfrgelloedd dethol a lleoliadau dinesig addas yn yr ardal ymgynghori, neu gerllaw'r ardal, ac yn swyddfeydd y cyngor.

[Bydd union ddyddiadau, amseroedd a lleoliadau ar gyfer y gweithgareddau uchod yn cael eu darparu pan fydd y Datganiad hwn yn cael ei gyhoeddi ar gyfer yr ymgynghoriad]

Cyhoeddusrwydd

Er mwyn sicrhau bod pobl yn ymwybodol o'n hymgyngghoriad, dyddiadau, lleoliadau ac amseroedd digwyddiadau, a sut i roi adborth, byddwn yn rhoi cyhoeddusrwydd i'r ymgynghoriad cymunedol yn y ffyrdd a ganlyn:

- *Cylchlythyr drwy'r post* - byddwn yn anfon cylchlythyr i gyfeiriadau preswyl a busnes yn ein hardal ymgynghori.
- *Hysbysebu* - byddwn yn rhoi hysbysebion yn y cyfryngau lleol, fel yn y *Daily Post*, *Anglesey Mail* a'r *Holyhead Mail* a'r *North Wales Chronicle*. Byddwn ni hefyd yn hysbysebu yn Gymraeg yn *Golwg*. Lle bo'n berthnasol, byddwn hefyd yn ystyried hysbysebu ar-lein yn y cyhoeddiadau hyn. Bydd hysbysebion yn Gymraeg ac yn Saesneg ac rydyn ni'n rhagweld y bydd hysbysebion yn ymddangos: oddeutu wythnos cyn dechrau ein hymgynghoriad, tua'r canol, ac ychydig cyn diwedd yr ymgynghoriad i atgoffa pobl am y dyddiad cau.

Bydd y gwaith hysbysebu hwn yn y wasg leol hefyd yn ceisio hyrwyddo ymwybyddiaeth eang o'r ymgynghoriad y tu allan i'r ardal ymgynghori.

- *Datganiadau i'r wasg ac estyn allan at y cyfryngau* - byddwn yn cyhoeddi datganiadau i'r wasg i amrywiaeth eang o gyfryngau lleol a rhanbarthol yn tynnu sylw at gerrig milltir ymgynghori sydd yn ddod (er enghraifft, lansio'r ymgynghoriad, wythnos cyn diwedd yr ymgynghoriad). Bydd hyn yn cynnwys papurau newydd lleol, Papurau Bro, gorsafoedd teledu a radio.
- *Poster* - bydd poster cyhoeddusrwydd i'r dyddiadau ymgynghori a lleoliadau digwyddiadau yn cael eu darparu i gynghorau tref a chymuned a lleoliadau (fel neuaddau pentref) i'w harddangos. Bydd poster Cymraeg a Saesneg yn cael eu cynhyrchu.
- *Hysbysiadau drwy neges destun* - bydd pawb sydd wedi cofrestru ar gyfer ein gwasanaeth negeseuon testun yn cael hysbysiadau yn Gymraeg ac yn Saesneg. Bydd y negeseuon testun yn ffordd o atgoffa am yr ymgynghoriad, dyddiadau, lleoliadau a hysbysiadau eraill i ddefnyddwyr cofrestredig. Gall pobl gofrestru gyda ni drwy anfon neges destun NGCYM i 80800.
- *E-bost i danysgrifwyr ar y wefan* - bydd pawb sydd wedi cofrestru ar gyfer ein diweddariadau e-bost yn cael negeseuon e-bost yn Gymraeg ac yn Saesneg. Bydd y negeseuon e-bost yn rhoi manylion am yr ymgynghoriad a dolenni i ddeunyddiau, negeseuon atgoffa am ddyddiadau, lleoliadau a hysbysiadau eraill. Gall pobl gofrestru i gael diweddariadau drwy e-bost ar ein gwefan www.cysylltiadgogleddcymru.com.
- *Twitter* - bydd manylion am yr ymgynghoriad, lle mae modd dod o hyd i wybodaeth, a manylion a dyddiadau digwyddiadau yn cael eu trydar yn aml o gyfrif Twitter y Prosiect, @NGNorthWales.

Adroddiadau technegol

Fe wnawn ni lunio amrywiaeth o ddogfennau technegol i esbonio ein cynigion. Bydd y rhain yn ddogfennau cynllunio manwl wedi eu hysgrifennu gan arbenigwyr i esbonio'r penderfyniadau a wnaed a sut mae asesiadau technegol wedi llywio'r penderfyniadau hyn. Oherwydd natur y dogfennau hyn fe fyddan nhw ar gael yn Saesneg yn unig.

Bydd y dogfennau hyn ar gael ar ein gwefan, mewn lleoliadau cyfeirio ac mewn digwyddiadau (a ddisgrifir uchod) ac ar gof bach USB.

Mae'r adroddiadau technegol yn debygol o gynnwys:

- *Adroddiad Gwybodaeth Amgylcheddol Rhagarweiniol (Preliminary Environmental Information Report – PEIR)*: Mae ein cynigion yn cael eu cyfrif fel datblygiad asesu effeithiau amgylcheddol at ddibenion Rheoliadau Cynllunio Seilwaith (Asesu Effeithiau Amgylcheddol) 2009 (fel y'u

diwygiwyd). Mae hyn yn golygu bod angen i ni baratoi datganiad amgylcheddol ochr yn ochr â'n cais DCO.

Rydyn ni wedi casglu llawer o wybodaeth yn barod am effeithiau amgylcheddol tebygol ein cynigion. Bydd yr wybodaeth hon yn cael ei chyflwyno mewn Adroddiad Gwybodaeth Amgylcheddol Rhagarweiniol (PEIR). Bydd yr adroddiad hwn yn cyflwyno ein hasesiadau cychwynnol o natur a maint effeithiau amgylcheddol tebygol ein cynigion. Byddwn hefyd yn cynhyrchu crynodeb annhechnegol o'r adroddiad a fydd ar gael yn Gymraeg a Saesneg.

- *Preferred Substation Siting Report*: esbonio'r gwaith sydd ei angen yn is-orsafoedd presennol Wylfa a Phentir, y dewisiadau a ystyriwyd a'r sail resymegol dros y dewisiadau a ffafrir.
- *Preferred Draft Route Option Report*: esbonio dewis y llwybr a ffafrir.
- *Preferred Draft Route Alignment Report*: esbonio dewis yr aliniad llwybr a ffafrir.
- *Menai Strait Crossing Report*: esbonio'r dewisiadau a ystyriwyd ar gyfer croesi'r Fenai, yr asesiad o ddewisiadau a wnaed a mynd am y dewis/y dewisiadau a ffafrir. Bydd hyn yn cynnwys gwybodaeth am leoliad compowndiau selio ar y naill ben a'r llall i'r Fenai a gwaith ategol arall sydd ei angen ar gyfer y trawsnewidiadau o linellau uwchben i rai tanddaearol.

Ceisiadau am ddogfennau

Rydyn ni'n fodlon ymateb i geisiadau rhesymol gan bobl am ragor o gopiâu o ddogfennau ymgynghori. Bydd copiâu o'r dogfennau, y cynlluniau, y mapiau a'r adroddiad ar yr wybodaeth amgylcheddol ragarweiniol ar gael am ddim gan National Grid mewn fformat digidol ar gof bach USB. Bydd ceisiadau am gopiâu 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 ymlaen llaw.

Ymgynghoriadau eraill

Mae nifer o sefydliadau eraill wrthi'n datblygu cynigion yn yr ardal gan gynnwys Pŵer Niwclear Horizon, a ffermydd gwynt Greenwire ar y tir a Codling Park ar y môr.

Byddwn yn cysylltu â'r sefydliadau hyn, Cyngor Sir Ynys Môn a Chyngor Gwynedd i ddod i wybod am eu cynlluniau nhw ar gyfer ymgynghori.

Os bydd amseru ein hymgynghoriad yn cyd-daro ag ymgynghoriadau rhai o'r sefydliadau hyn, byddwn yn sicrhau bod hyd a lled yr ymgynghoriadau gwahanol (a sut mae modd ymateb iddyn nhw) yn glir. Byddwn hefyd yn ceisio trefnu arddangosfeydd cyhoeddus ar ddiwrnodau gwahanol er mwyn i bobl allu mynd i'r naill a'r llall.

4 CYFLWYNO ADBORTH A BETH SY’N DIGWYDD NESAF

4.1 Sut i gyflwyno adborth

Mae adborth ar yr ymgynghoriad yn bwysig o ran datblygu ein cynigion ac o ran helpu i ddeall effeithiau ein cynigion er mwyn i ni sefydlu cyfleoedd i liniaru'r rhain.

Rydyn ni'n bwriadu ymgynghori ar ein cynigion am 10 wythnos yn ystod hydref 2016.

[Bydd yr union ddyddiadau yn cael eu darparu pan fydd y Datganiad hwn yn cael ei gyhoeddi ar gyfer yr ymgynghoriad]

Mae sawl ffordd o roi adborth, ac rydyn ni'n croesawu sylwadau yn Gymraeg neu yn Saesneg. Gall pobl ymateb yn ysgrifenedig drwy unrhyw un o'r dulliau a ganlyn.

- **Yn ysgrifenedig** - i'n cyfeiriad Rhadbost: FREEPOST National Grid NW Connection
- **Drwy e-bost** – nationalgrid@cysylltiadgogleddcymru.com
- **Ffurflen adborth** – bydd y rhain ar gael yn ein digwyddiadau ymgynghori, mewn manau gwybodaeth, ar-lein <http://www.cysylltiadgogleddcymru.com> neu ar gais gan ein tîm cysylltiadau cymunedol.

Bydd pawb a fydd yn cyflwyno eu sylwadau i ni (ac yn nodi eu manylion cyswllt) yn cael cydnabyddiaeth bod eu hadborth wedi dod i law ac esboniad ynghylch yr hyn fydd yn digwydd nesaf.

4.2 Beth sy'n digwydd i'ch adborth?

Byddwn yn dadansoddi'r holl adborth ac adolygu ein cynigion yng ngoleuni'r wybodaeth a gawsom.

Unwaith y byddwn ni wedi adolygu ein cynigion yn dilyn ymgynghoriad, byddwn yn asesu a yw ein gwaith yn barod i'w gyflwyno. Yn dilyn ymgynghoriad, efallai y byddwn ni'n gwneud gwaith arolygu ac arfarnu pellach ac, os bydd angen i ni wneud newidiadau perthnasol i'n cynigion, byddem yn cynnal ymgynghoriad priodol ar y newidiadau hyn.

Daw adroddiad ymgynghori i ganlyn ein cais am DCO, a fydd yn nodi sut rydyn ni wedi ystyried a gwranddo ar yr holl adborth a gafwyd. Bydd yn esbonio sut mae'r sylwadau a gawsom gan aelodau o'r cyhoedd a rhanddeiliaid technegol wedi siapia a dylanwadu ar ein gwaith. Bydd hwn ar gael i'r cyhoedd.

5 YMGYNGHORI YN YCHWANEGOL AT YR YMGYNGHORI CYMUNEDOL

Yn ychwanegol at yr ymgynghoriad cymunedol, mae'r Ddeddf hefyd yn ei gwneud yn ofynnol i ni ymgynghori â nifer o grwpiau ychwanegol. Diffinnir y rhain fel a ganlyn, ac maen nhw'n cynnwys, er enghraifft, awdurdodau lleol perthnasol, arbenigwyr technegol (fel Cyfoeth Naturiol Cymru a Cadw), tîrfeddianwyr mawr (fel y Weinyddiaeth Amddiffyn neu Ystadau'r Goron), awdurdodau trafndiaeth a gwasanaethau brys.

5.1 Ymgynghoreion ychwanegol

Adran 42 (1) (a): ymgynghoreion rhagnodedig

- Cyrff rhagnodedig fel y'u rhestrir yn Atodlen 1 Rheoliadau Cynllunio Seilwaith (Ceisiadau: Ffurflenni a Gweithdrefn Ragnodedig) 2009 (fel y'u diwygiwyd)
- Ymhlith eraill, mae'r cyrff a ragnodwyd y dylid ymgynghori â nhw'n cynnwys yr holl gynghorau cymuned yn yr ardal lle mae'r cynigion wedi eu lleoli, a chynghorau cyfagos

Adran 42 (1) (b) ac Adran 43: awdurdodau lleol fel y'u disgrifir yn y Ddeddf

- Awdurdodau lleol, fel y'u diffinnir dan Adran 43, gan gynnwys y rhai y mae'r cynigion wedi eu lleoli yn eu hardal, ac awdurdodau lleol cyfagos
- Byddwn hefyd yn ymgynghori â'r adrannau perthnasol yn Llywodraeth Cymru

Adran 42 (1) (d) ac Adran 44: y rhai sydd â buddiannau yn y tir y mae'r cais arfaethedig yn ymwneud ag ef (fel perchnogaeth, tenantiaeth a/neu fuddiannau eraill)

- Pob un a nodwyd fel un sydd â diddordeb yn y tir y mae'r cynigion yn ymwneud ag ef, yn un neu ragor o'r categorïau a nodir yn Adran 44

Ar yr un pryd â'n hymgyngghoriad cymunedol, byddwn yn ymgynghori â'r ymgynghoreion hyn yn uniongyrchol, a byddwn yn eu gwahodd nhw i roi sylwadau ar ein cynigion yn ystod yr ymgynghoriad. Yna byddwn yn ystyried eu hadborth ochr yn ochr â'r adborth a gawn gan y cyhoedd.

6 GWAITH YCHWANEGOL YNG NGORLLEWIN GWYNEDD: GWAITH SYDD EI ANGEN I ATGYFNERTHU'R RHWYDWAITH TRYDAN PRESENNOL

Yn ychwanegol at ein cynigion rhwng Wylfa a Phentir, rydyn ni'n cynnig gwaith ychwanegol i atgyfnerthu'r rhwydwaith a sicrhau bod pŵer drwy ddulliau cynhyrchu carbon isel newydd fel Wylfa Newydd a ffermydd gwynt Greenwire a Codling Park yn gallu cael eu darparu yn lleol a thu hwnt.

Nid yw'r gwaith hwn yng ngorllewin Gwynedd yn rhan o'r ymgynghoriad cymunedol yn ystod hydref 2016 a byddwn yn ymgysylltu â chymunedau lleol ar wahân ynghylch hyn.

6.1 Cynigion National Grid yng ngorllewin Gwynedd

Er mwyn hwyluso'r cynhyrchu carbon isel ychwanegol a galluogi trosglwyddo pŵer ymlaen, mae National Grid yn cynnig cynnal gwaith ar y rhwydwaith trydan presennol yng ngorllewin Gwynedd. Bydd hyn yn cynnwys:

- Is-orsaf newydd ger Bryncir i gysylltu â'r rhwydwaith lleol
- Uwchraddio ceblau tanddaearol sydd yn Aber Glaslyn yn barod

Mae'r gwaith yn yr ardal hon yn cael ei ddisgrifio yn y dogfennau hyn, sydd ar gael ar ein gwefan:

- **Astudiaeth Lleoli Is-orsaf Gwylfa Newydd:** Mae'n trin ac yn trafod ac yn nodi dewisiadau safle addas ar gyfer is-orsaf yng ngorllewin Gwynedd.
- **Adroddiad Coridor Llwybr Aber Afon Glaslyn:** Mae'n archwilio ein dewis rhagarweiniol ar gyfer cysylltiad tanddaearol, ac mae'n nodi'r coridor llwybr arfaethedig ac aliniad posibl y llwybr yn Aber Afon Glaslyn.

6.2 Y broses gynllunio ar gyfer cynigion National Grid

Rhaid gorffen y gwaith hwn erbyn 2020 ar gyfer cysylltiadau ffermydd gwynt Greenwire a Codling Park ac erbyn 2025 ar gyfer cysylltiad Wylfa Newydd.

Gan fod y dyddiadau cysylltu ar gyfer y ffermydd gwynt cyn y dyddiad cysylltu ar gyfer Wylfa Newydd, mae'r gwaith yn cael ei sbarduno gan y ffermydd gwynt ac nid yw'n rhan o brosiect cysylltiad Wylfa Newydd.

Pan fyddwn ni wedi canfod y broses gynllunio fwyaf addas ar gyfer y gwaith ychwanegol yng Ngwynedd, byddwn yn rhoi gwybod i bobl. Ar hyn o bryd, rhagwelir y bydd angen caniatâd ar gyfer rhywfaint o'r gwaith hwn dan Ddeddf Cynllunio Gwlad a Thref 1990 (TCPA).

6.3 Ymgynghori yng ngorllewin Gwynedd

Ar ôl i ni ddiffinio mwy ar y cynigion, y broses gynllunio a'r amserlenni cysylltiedig ar gyfer yr elfen hon o'r gwaith, byddwn yn cysylltu â'r cymunedau yn yr ardaloedd y gallai hyn effeithio arny'n nhw a'u cynrychiolwyr etholedig. Byddwn yn paratoui strategaeth ymgynghori er mwyn i'r cymunedau y bydd hyn o bosibl yn effeithio arny'n nhw gael gwybod sut mae cymryd rhan a dweud eu dweud.

6.4 Cynigion Greenwire a Codling Park

Bydd Greenwire a Codling Park yn gyfrifol am ddatblygu'r ffordd fwyaf priodol o gysylltu eu ffermydd gwynt ag is-orsaf Pentir. Bydd sut caiff hyn ei wneud ac unrhyw gynllun ar gyfer ymgynghori yn cael ei ddatblygu ar y cyd â Chyngor Gwynedd ac yn cael ei gyflawni gan y datblygwyr hyn.



Prosiect Cysylltiad Gogledd Cymru

Ffoniwch ein rhif rhadffôn: 0800 990 3567

Anfonwch e-bost: nationalgrid@cysylltiadgogleddcymru.com

Ewch i wefan ein prosiect: www.nationalgrid.com/cysylltiadgogleddcymru

6.2.29

Appendix 29

Letters to IACC and GC formal SoCC consultation

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

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██████████
Countryside and AONB Service Officer
Isle of Anglesey County Council
Council Offices
Llangefni
Anglesey
LL77 7TW

9 May 2016

Dear ██████████,

National Grid Electricity Transmission plc – North Wales Connection Project

Formal consultation on the Statement of Community Consultation (SoCC) under Section 47(2) of the Planning Act 2008

Further to our recent correspondence, please find enclosed the final draft of National Grid's Statement of Community Consultation (SoCC) in English and Welsh, for the upcoming statutory consultation, as prescribed by Section 47 of the Planning Act 2008 ('the Act'), for the proposed North Wales Connection Project.

In line with S47(2) and (3) of the Act, we would ask that any comments on the enclosures are received by **10 June 2016**, which meets the 28 day consultation period specified in the Act.

The proposals

National Grid's proposals comprise the construction of a new 400 kV electricity connection, to connect the proposed new Wylfa Newydd nuclear power station to the national electricity transmission network in Gwynedd. The connection will be between Wylfa and Pentir.

Consultation

The SoCC has been developed in line with the requirements of the Act as well as the latest guidance from the Department of Communities and Local Government.

Ahead of this stage of consultation on the SoCC, we have given officers at each council an opportunity to provide initial comments. The SoCC has been updated to reflect feedback from Isle of Anglesey County Council and Gwynedd Council, as the relevant Local Authorities, and the Planning Inspectorate (PINs).

The SoCC and Engagement Plan

To meet Isle of Anglesey County Council's programme to receive the SoCC in May, we have agreed that this draft SoCC sets out our consultation activities in broad terms. As our statutory consultation is currently programmed for autumn 2016, our proposals are not fully developed at this time and we do not know the full extent of effects. We noted, therefore, it would not be possible to provide specific details of the consultation activities we would undertake at this time.

As our proposals become more defined and effects better understood, we have agreed to prepare an Engagement Plan. This will provide the detail to fulfill the commitments set out in the SoCC, such as event locations and dates and the extent of the consultation zone. The Engagement Plan will be developed in close collaboration with the officers at both councils so they can review our plans and provide comments for consideration.

Yours sincerely

██████████
Senior Consents Officer

██████████
Chief Executive
Isle of Anglesey County Council
Council Offices
Llangefni
Anglesey
LL77 7TW

9 May 2016

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National Grid Electricity Transmission plc – North Wales Connection Project

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Yours sincerely

██████████
Senior Consents Officer

██████████
Planning Manager
Gwynedd Council
Council Offices
Shirehall Street
Caernarfon
Gwynedd
LL55 1SH

9 May 2016

Dear ██████████,

National Grid Electricity Transmission plc – North Wales Connection Project

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Yours sincerely,

██████████
Senior Consents Officer

6.2.30

Appendix 30

Email to IACC and GC re Final Draft SoCC and Responses

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

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Mae'r e-bost hwn ac unrhyw atodiad iddo yn gyfrinachol ac fe'i bwriedir ar gyfer y sawl a enwir arno yn unig. Gall gynnwys gwybodaeth freintiedig. Os yw wedi eich cyrraedd trwy gamgymeriad ni ellwch ei gopio, ei ddsbarthu na'i ddangos i unrhyw un arall a dylech gysylltu â'r anfonwr ar unwaith.

Mae unrhyw gynnwys nad yw'n ymwneud â busnes swyddogol y corff sy'n anfon yr e-bost yn bersonol i'r awdur.

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Arbedwch bapur, ynni ac arian - Peidiwch argraffu'r neges yma oni bai ei bod yn hollol angenrheidiol.

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SWYDDOGOL / OFFICIAL

[REDACTED]
Senior Project Manager
Major Infrastructure Development Capital
Delivery
National Grid House
Warwick Technology Park
Gallows Hill
Warwick CV34 6DA

22 August 2016

Dear [REDACTED]

Re: National Grid - North Wales Connection Project Statement of Community Consultation (Autumn 2016)

Thank you for the opportunity to respond to the revised Statement of Community Consultation (Autumn 2016) (SOCC) which was requested following a Special Meeting of the Full Council on Thursday 26th of May 2016.

The Isle of Anglesey County Council welcomes the consideration given by National Grid to the matters raised which it felt required further consideration and amendment.

The Council is encouraged that National Grid have considered the matters raised most of which have been taken on board. However, please see below a list of our final comments and some points for clarification:

2.5 Consenting Process Diagram: Please include the Consultation Feedback Report within this process

3.3 Consultation Period: We recognise your efforts in liaising with HNP to best manage the consultation dates and the measures that will be taken to help members of the public differentiate between the two consultations.

3.4 Consultation Zone: Please clarify that the zone is 3km either side of your proposals (ie a 6km wide consultation corridor).

3.5 Hard to reach groups: Please clarify that specific provisions are included for hard to reach groups such as braille, hearing loops, voice recognition technology.

[REDACTED]
Prif Weithredwr
Chief Executive

CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
Swyddfa'r Sir
LLANGEFNI
Ynys Môn - Anglesey
LL77 7TW

Gofynnwch am - Please ask for: [REDACTED]



[REDACTED] [REDACTED]
E-Bost-E-mail: [REDACTED]

Ein Cyf - Our Ref. WGJ/VLJ
Eich Cyf - Your Ref.

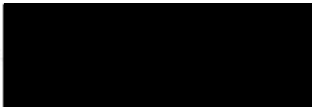
3.6 Events, information and reference locations: Please amend 'such as lunchtimes' to a specific time slot, which we recommend should be 12:00pm – 2:00pm.

Welsh Language: The Council welcomes your commitment to the Welsh Language and the provision of a Welsh speaker at every event, however this latter point is not noted in the SOCC.

Notwithstanding the fact that National Grid are seeking the Council's views and comments on the final revised SoCC, I take this opportunity to reiterate the Council's established position in that no additional electricity transmission lines and pylons are constructed across Anglesey and the Menai Strait.

Please don't hesitate to contact me should you require any further information and we look forward to receive your published SoCC.

Yours sincerely,



Chief Executive

cfi Project Manager (Major Projects), Project Management Office



SWYDDOGOL / OFFICIAL

[REDACTED]
Senior Project Manager
Major Infrastructure Development Capital
Delivery
National Grid House
Warwick Technology Park
Gallows Hill
Warwick CV34 6DA

22 Awst 2016

Annwyl [REDACTED]

Ynghylch: y Grid Cenedlaethol – Prosiect Cysylltiad Gogledd Cymru - Datganiad o Ymgynghori Cymunedol (Hydref 2016)

Diolch am y cyfle i ymateb i'r Datganiad o Ymgynghori Cymunedol diwygiedig (Hydref 2016) (Y Datganiad) y gofynnwyd amdano yn dilyn Cyfarfod Arbennig o'r Cyngor Llawn, dydd Iau, 26 Mai 2016.

Mae Cyngor Sir Ynys Môn yn croesawu'r ystyriaeth a roddwyd gan y Grid Cenedlaethol i'r materion hynny yr oedd yn teimlo bod angen eu hystryried ymhellach ac angen eu diwygio.

Mae'r Cyngor wedi ei galonogi bod y Grid Cenedlaethol wedi ystyried y materion a godwyd a bod y rhan fwyaf ohonynt wedi cael sylw. Fodd bynnag, gweler isod restr o'n sylwadau terfynol a rhai pwyntiau ar gyfer eglurhad:

2.5 Diagram o'r Broses Ganiatau: A fydddech cystal â chynnwys yr Adroddiad ar yr Adborth i'r Ymgynghoriad o fewn y broses hon os gwelwch yn dda.

3.3 Cyfnod Ymgynghori: Rydym yn cydnabod eich ymdrechion yn cydgysylltu â HNP i reoli'r dyddiadau ymgynghori a'r mesurau a gymerir i helpu'r cyhoedd i wahaniaethu rhwng y ddau ymgynghoriad.

3.4 Parth Ymgynghori: A fydddech cystal ag egluro bod y parth yn 3km o bobtu i'ch cynigion (h.y. coridor ymgynghori 6km o led).

3.5 Grwpiau anodd eu cyrraedd: A fydddech cystal ag egluro bod darpariaethau penodol wedi eu cynnwys ar gyfer grwpiau anodd eu cyrraedd megis darpariaethau Braille, dolenni clyw, technoleg adnabod llais.

[REDACTED]
Prif Weithredwr
Chief Executive

CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
Swyddfa'r Sir
LLANGEFNI
Ynys Môn - Anglesey
LL77 7TW

Gofynnwch am - Please ask for: [REDACTED]



E-Bost-E-mail: [REDACTED]

Ein Cyf - Our Ref. WGJ/VLJ

Eich Cyf - Your Ref.

3.6 Lleoliad Digwyddiadau, Gwybodaeth a Chyfeirio: A fydddech cystal â newid ', megis amser cinio' i slot amser penodol – rydym yn argymhell y dylai fod o 12:00-2:00.

Yr Iaith Gymraeg: Mae'r Cyngor yn croesawu eich ymrwymiad i'r iaith Gymraeg a'ch bod wedi trefnu i siaradwr Cymraeg fod ar gael ar gyfer pob digwyddiad. Fodd bynnag, nid yw'r pwynt olaf hwn wedi ei nodi yn y Datganiad o Ymgynghori Cymunedol.

Er gwaethaf y ffaith bod y Grid Cenedlaethol yn ceisio barn a sylwadau'r Cyngor ar y Datganiad o Ymgynghori Cymunedol diwygiedig terfynol, achubir ar y cyfle hwn i ailadrodd safbwynt y Cyngor, sef na ddylid adeiladu unrhyw linellau trawsyrru trydan a pheilonau ychwanegol ar draws Ynys Môn ac Afon Menai.

Mae croeso i chi i gysylltu â mi os hoffech gael unrhyw wybodaeth bellach ac rydym yn edrych ymlaen at dderbyn eich Datganiad o Ymgynghori Cymunedol terfynol.

Yr eiddoch yn gywir,



Prif Weithredwr

copi er gwybodaeth. Rheolwr Prosiect (Prosiectau Mawr), Swyddfa Rheoli Prosiectau

6.2.31

Appendix 31

NG Response to IACC Comments on Revised Final SoCC (English)

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

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██████████
Prif Weithredwr
Chief Executive

Cyngor Sir Ynys Môn
Isle of Anglesey County Council
Swyddfa'r Sir
Llangefni
Ynys Môn - Anglesey
LL77 7TW

02 November 2016

Dear ██████████,

Re: National Grid - North Wales Connection Project Statement of Community Consultation (Autumn 2016)

Thank you for your response to the revised Statement of Community Consultation (Autumn 2016) (SoCC) dated 22 August 2016, which contained the Isle of Anglesey County Council's (IACC's) final comments on the SoCC and points for clarification. The content of your letter was reviewed and considered in finalising the publication version of the SoCC. As you will be aware, we have now published the final SoCC as part of the statutory consultation currently being undertaken for the North Wales Connection Project.

Please find below a note of how each comment or clarification request was considered in producing the final SoCC, with the comment or request repeated first for ease of reference:

2.5 Consenting Process Diagram: Please include the Consultation Feedback Report within this process. *The consenting process diagram gives an overview of submitting an application for a DCO and the post-application stages. We have not listed all the documents that make up this process. However, National Grid agrees that it is important people understand what happens to their feedback. The SoCC therefore makes reference to the Consultation Report in section '4.2 What happens to your feedback?'*

3.3 Consultation Period: We recognise your efforts in liaising with HNP to best manage the consultation dates and the measures that will be taken to help members of the public differentiate between the two consultations. *As the council recognises, we have worked hard with Horizon Nuclear Power to manage the two consultations. At the time of writing, we are three weeks in to our statutory consultation, the Horizon Nuclear Power consultation has now closed, and no responses have been mistakenly sent to the wrong project.*

3.4 Consultation Zone: Please clarify that the zone is 3km either side of your proposals (ie a 6km wide consultation corridor). *We have updated the text in section 3.4 to clarify that the consultation zone is either side of the proposals.*

3.5 Hard to Reach Groups: Please clarify that specific provisions are included for hard to reach groups such as braille, hearing loops, voice recognition technology. *The SoCC sets out our approach to hard to reach groups in section 3.6, including specific activities for these groups. We will continue to consider further activities on a case-by-case basis.*

3.6 Events, Information and Reference Locations: Please amend 'such as lunchtimes' to a specific time slot, which we recommend should be 12:00pm – 2:00pm.

The wording of the final draft SoCC was intended to give an indication of when the events would take place. At the time, the events were still in the process of being organised; therefore it was not possible to provide specific times. The publication version of the SoCC contains the specific dates, locations and times for each event. The vehicle and pop-up events are only closing when all interested members of the public have left; thereby often running for longer than two hours, giving people an extended opportunity to find out about the proposals.

Welsh Language: The Council welcomes your commitment to the Welsh Language and the provision of a Welsh speaker at every event, however this latter point is not noted in the SOCC.

As the council recognises, National Grid will endeavour to have at least one Welsh speaker at every event. We recognise the importance of Welsh and providing people with the opportunity to engage in Welsh during the consultation. The SoCC explains the activities we will undertake in Welsh and when we will make Welsh speaking staff available. These will enable people to participate in the consultation fully in Welsh.

Thank you again for your comments. We look forward to receiving your feedback on the statutory consultation and working in partnership with IACC over the coming months.

Yours sincerely,



Lead Project Manager

6.2.31

Appendix 31

NG Response to IACC Comments on Revised Final SoCC (Welsh)

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

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██████████
Prif Weithredwr
Cyngor Sir Ynys Môn
Swyddfa'r Sir
Llangefni
Ynys Môn
LL77 7TW

02 Tachwedd 2016

Annwyl ██████████,

Ynglŷn â: Datganiad Ymgynghori Cymunedol Prosiect Cysylltiad Gogledd Cymru National Grid (Hydref 2016)

Diolch am eich ymateb i'r Datganiad Ymgynghori Cymunedol (y Datganiad) (SoCC) diwygiedig (Hydref 2016) dyddiedig 22 Awst 2016 sy'n cynnwys sylwadau terfynol Cyngor Sir Ynys Môn ar y Datganiad a cheisiadau am eglurhad. Cafodd cynnwys eich llythyr ei ddarllen a'i ystyried wrth baratoi fersiwn derfynol y Datganiad i'w gyhoeddi. Fel y gwyddoch, rydym wedi cyhoeddi'r Datganiad Ymgynghori Cymunedol terfynol erbyn hyn fel rhan o'r ymgynghoriad statudol sy'n cael ei gynnal ar gyfer Prosiect Cysylltiad Gogledd Cymru.

Isod, nodir sut y cafodd pob sylw neu gais am eglurhad ei ystyried wrth baratoi'r Datganiad terfynol, gan ailadrodd y sylw neu'r cais gyntaf er mwyn hwyluso'r darllen:

2.5 Diagram o'r Broses Ganiatáu: A fydddech cystal â chynnwys yr Adroddiad ar yr Adborth i'r Ymgynghoriad o fewn y broses hon os gwelwch yn dda.

Mae'r diagram o'r broses ganiatáu yn rhoi trosolwg o'r ffordd i gyflwyno cais am Orchymyn Caniatâd Datblygu a'r camau a gymerir ar ôl gwneud y cais. Nid ydym wedi rhestru'r holl ddogfennau sy'n rhan o'r broses hon. Fodd bynnag, mae National Grid yn cytuno ei bod yn bwysig i bobl ddeall beth sy'n digwydd i'w hadborth. Felly mae'r Datganiad yn cyfeirio at yr Adroddiad yn adran '4.2 Beth sy'n digwydd i'ch ymateb chi?'

3.3 Cyfnod Ymgynghori: Rydym yn cydnabod eich ymdrechion yn cydgysylltu â HNP i reoli'r dyddiadau ymgynghori a'r mesurau a gymerir i helpu'r cyhoedd i wahaniaethu rhwng y ddau ymgynghoriad.

Fel y mae'r cyngor yn cydnabod, rydym ni a Pŵer Niwclear Horizon wedi gweithio'n galed i reoli'r ddau ymgynghoriad. Ar hyn o bryd, rydym dair wythnos i mewn i'n hymgyngoriad statudol ni ac mae ymgynghoriad Pŵer Niwclear Horizon wedi dod i ben. Ni chafodd yr un ymateb ei anfon i'r prosiect anghywir trwy gamgymeriad.

3.4 Parth Ymgynghori: A fydddech cystal ag egluro bod y parth yn 3km o bobtu i'ch cynigion (h.y. coridor ymgynghori 6km o led).

Rydym wedi diweddarau'r testun yn adran 3.4 i ddangos bod y parth ymgynghori ar y naill ochr a'r llall i'r cynigion.

3.5 Grwpiau Anodd eu Cyrraedd: A fydddech cystal ag egluro bod darpariaethau penodol wedi eu cynnwys ar gyfer grwpiau anodd eu cyrraedd megis darpariaethau Braille, dolenni clyw, technoleg adnabod llais.

Mae'r SoCC yn nodi ein dull o gysylltu â grwpiau anodd eu cyrraedd yn adran 3.6, yn cynnwys gweithgareddau penodol ar gyfer y grwpiau hyn. Byddwn yn parhau i ystyried gweithgareddau ychwanegol fesul achos.

Sicrhau ein cyflenwad ynni ar gyfer cenedlaethau'r dyfodol.

3.6 Lleoliad Digwyddiadau, Gwybodaeth a Chyfeirio: A fydddech cystal â newid, 'megis amser cinio' i slot amser penodol – rydym yn argymhell y dylai fod o 12:00-2:00.

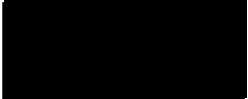
Bwriad geiriad y Datganiad terfynol oedd rhoi syniad pryd y byddai'r digwyddiadau'n cael eu cynnal. Ar y pryd, roeddem yn dal wrthi'n trefnu'r digwyddiadau ac felly doedd dim modd nodi amserau penodol. Mae'r fersiwn o'r Datganiad a gyhoeddwyd yn cynnwys dyddiadau, lleoliadau ac amserau penodol ar gyfer pob digwyddiad. Nid yw'r digwyddiadau yn y cerbyd na'r gwib-ddigwyddiadau yn cau tan bod pawb sydd â diddordeb wedi gadael. Felly, yn aml, maent yn para mwy na dwy awr gan roi cyfle estynedig i bobl ddysgu am y cynlluniau.

Yr Iaith Gymraeg: Mae'r Cyngor yn croesawu eich ymrwymiad i'r iaith Gymraeg a'ch bod wedi trefnu i siaradwr Cymraeg fod ar gael ar gyfer pob digwyddiad. Fodd bynnag, nid yw'r pwynt olaf hwn wedi ei nodi yn y Datganiad o Ymgynghori Cymunedol.

Fel y mae'r cyngor yn cydnabod, bydd National Grid yn ymdrechu i sicrhau bod o leiaf un aelod o staff sy'n siarad Cymraeg ym mhob digwyddiad. Rydym yn cydnabod pwysigrwydd y Gymraeg a phwysigrwydd rhoi cyfle i bobl gymryd rhan yn yr ymgynghoriad trwy gyfrwng y Gymraeg. Mae'r Datganiad yn esbonio'r gweithgareddau a gynhaliwn yn y Gymraeg a phryd y bydd staff sy'n siarad Cymraeg ar gael. Bydd hyn yn golygu y gall pobl gymryd rhan lawn yn yr ymgynghoriad trwy gyfrwng y Gymraeg.

Diolch i chi unwaith eto am eich sylwadau. Edrychwn ymlaen at gael eich ymateb i'r ymgynghoriad statudol ac at gydweithio â'r Cyngor dros y misoedd nesaf.

Yn gywir,



[Redacted]

Rheolwr Arweiniol y Prosiect

Sicrhau ein cyflenwad ynni ar gyfer cenedlaethau'r dyfodol.

6.2.32

Appendix 32

**Final Statement of Community Consultation
(English)**

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

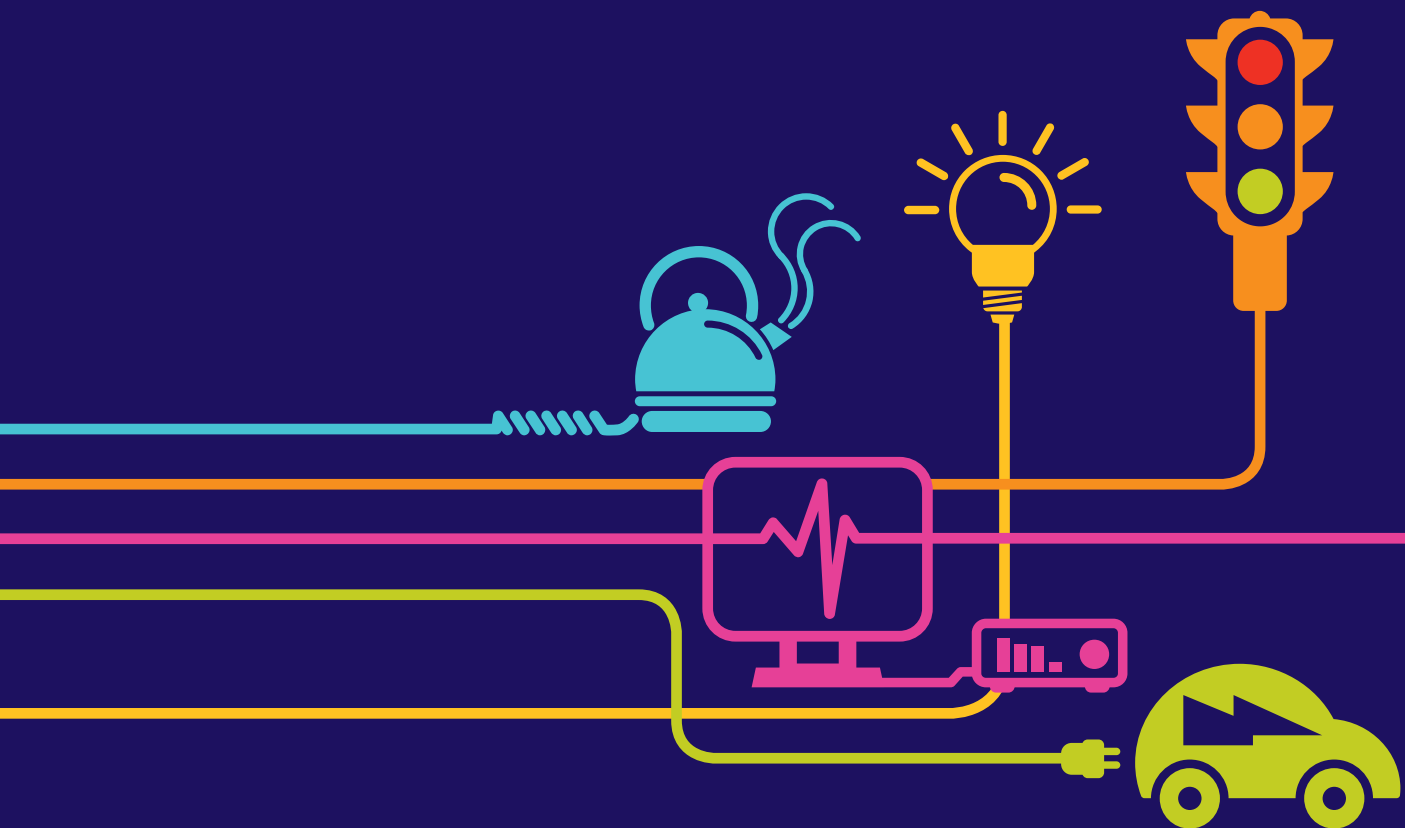
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North Wales Connection Project

Connecting new low carbon energy in North Wales

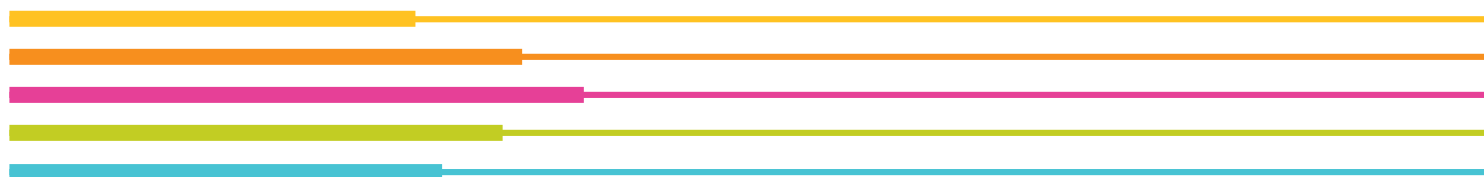
Statement of Community Consultation

Published under section 47(6) of the Planning Act 2008



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1 National Grid North Wales Connection Project

1.1 Introduction

This Statement of Community Consultation is about National Grid's North Wales Connection Project, comprising proposals to connect new low carbon energy in North Wales to the national electricity network. It explains the community consultation we are undertaking with the local communities in Anglesey and North Gwynedd near to our proposals. Specifically it covers:

- what we are proposing to build, where and when
- the consenting process for our work
- where, who and when we are consulting
- how we are consulting, including the materials we will prepare and the engagement activities we will undertake
- why feedback is important and how it influences the development of our proposals
- how to get involved and provide feedback.

The consultation is the opportunity for local communities to get involved and influence how the connection is built.

**Our consultation is running from
5 October to 16 December 2016.**

1.2 What is a Statement of Community Consultation?

Our work between Wylfa and Pentir is classified as a Nationally Significant Infrastructure Project (NSIP) under the planning process set out in the Planning Act 2008. This means we need a Development Consent Order (DCO) before we can build the proposals.

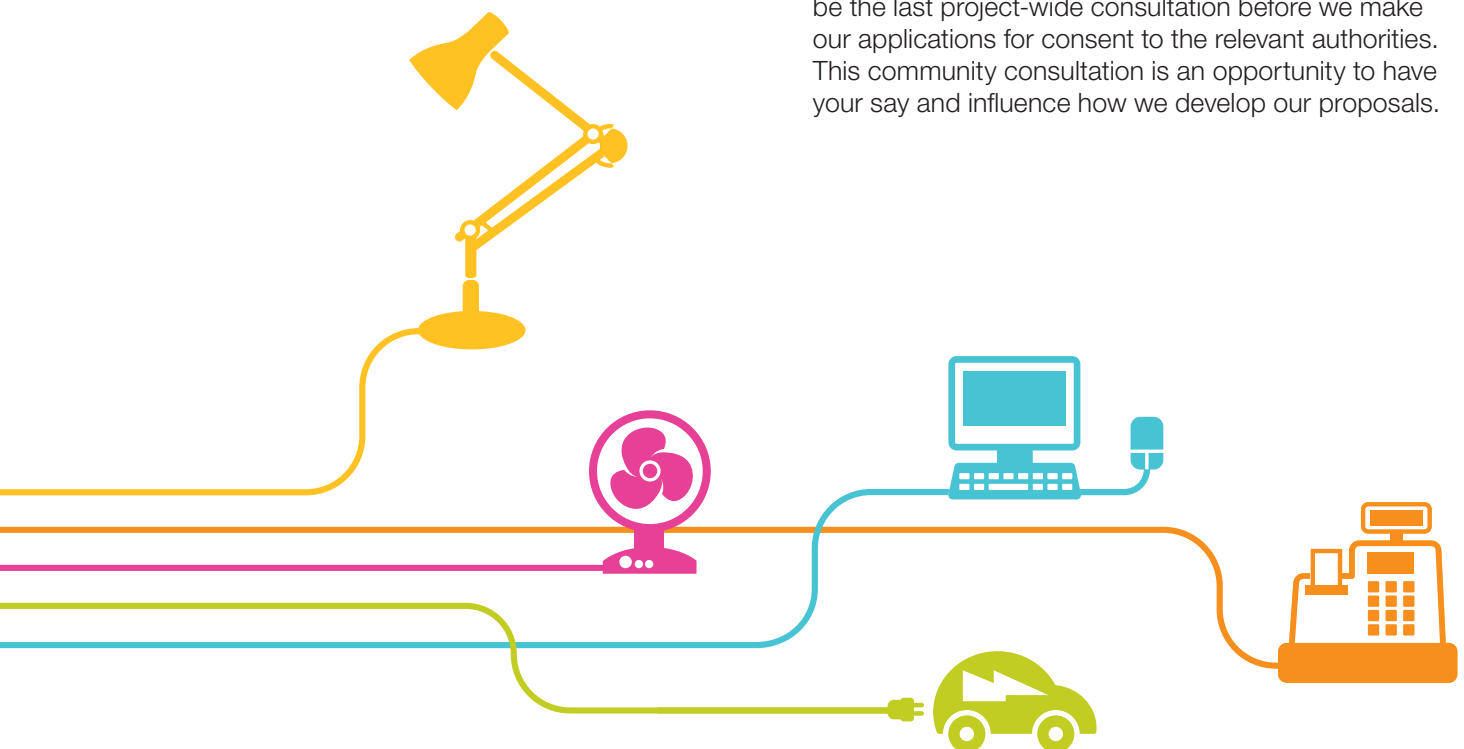
Section 47(1) of the Act requires applicants to 'prepare a statement setting out how the applicant proposes to consult, about the proposed application, with people living in the vicinity of the land'. This Statement of Community Consultation (SoCC) has been prepared in accordance with this requirement and explains the statutory pre-application consultation we intend to undertake.

This SoCC includes information on our public exhibitions and locations where people can view our project documents.

We've developed this SoCC in consultation with the relevant local authorities, Isle of Anglesey County Council and Gwynedd Council. It is designed to help members of the community understand how they can take part in our consultation and what they can influence.

We're committed to ensuring our community consultation is accessible, understandable and meaningful. These guiding principles have informed the information set out in this document and the materials we will provide for this consultation.

This is a statutory consultation and we anticipate it will be the last project-wide consultation before we make our applications for consent to the relevant authorities. This community consultation is an opportunity to have your say and influence how we develop our proposals.



2 Our work in North Wales

2.1 New low carbon energy in North Wales

The North Wales Connection Project is about connecting new low carbon energy generation 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, there has been a drive to put Anglesey at the forefront of energy research and development, production and servicing. The aim is to harness a rich mix of energy, including nuclear, wind, tidal, biomass and solar.

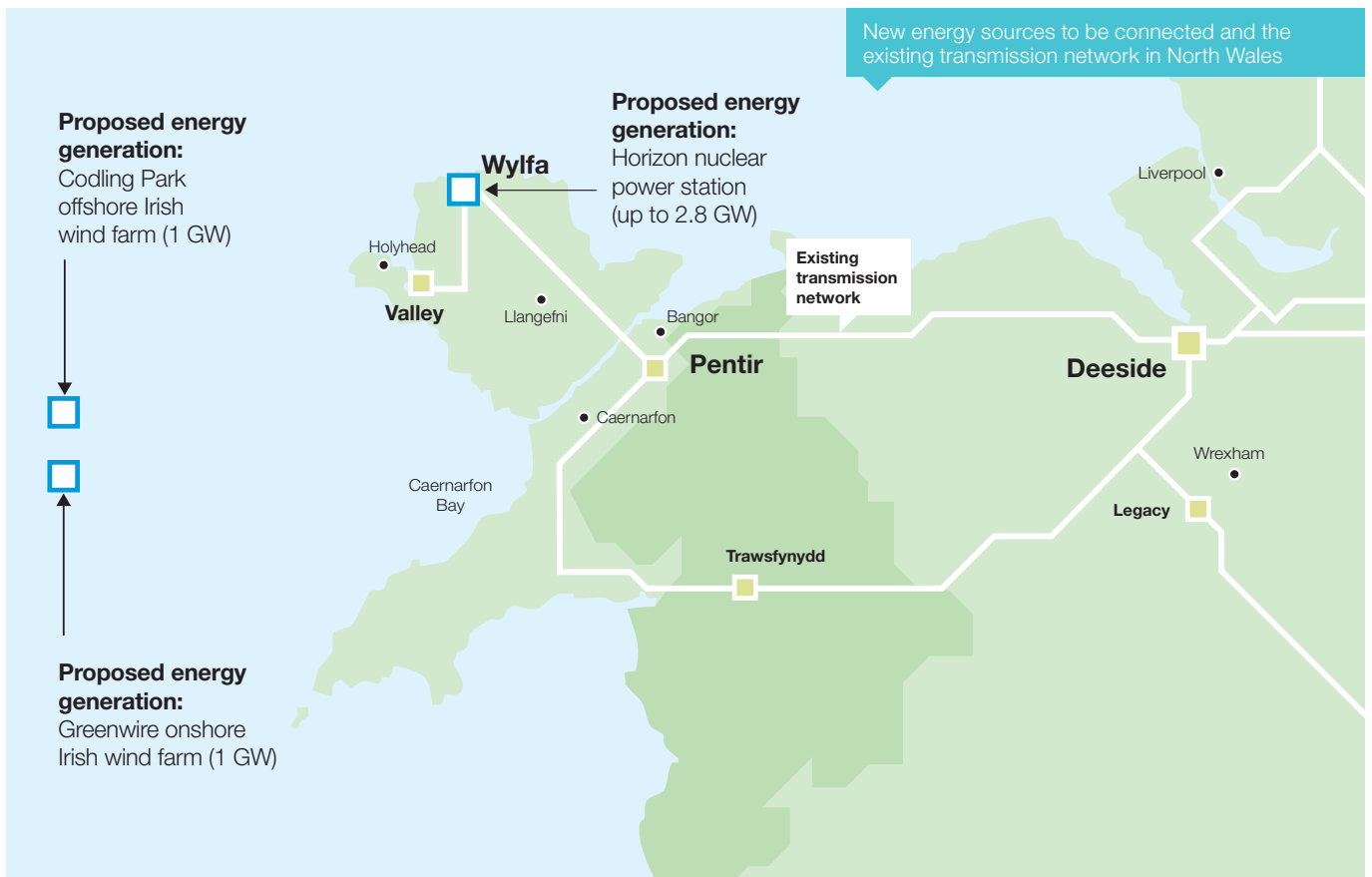
It is estimated this drive could contribute nearly £12 billion to the Anglesey and North Wales economy over the next 15 years and achieve social and environmental gains across the region.

2.2 Our role

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 are currently contracted to connect a significant amount of new low carbon power:

- **Wylfa Newydd:** Horizon Nuclear Power’s new 2.8 gigawatt (GW) nuclear power station in Anglesey
- **Greenwire:** 1 GW onshore wind farm in Ireland
- **Codling Park:** 1 GW offshore wind farm sited off the coast of Ireland



2.3 What we are proposing to build

There is an existing high voltage electricity network in North Wales which serves the region and also transmits power generated in the area to the rest of the UK. This existing network has supported the generation in North Wales for many years, but it will not be sufficient to transmit the amount of new generation proposed in North Wales. New infrastructure is therefore needed.

This proposed new infrastructure will connect the proposed generation and reinforce the network in North Wales to ensure secure electricity supplies to the local area and beyond. You can read more about the need for our work and the requirements of the electricity network in our *Project Need Case*¹ document, which is available on our website.

Work in Anglesey and North Gwynedd between Wylfa and Pentir

To meet the needs of the new low carbon power in North Wales, we are proposing:

- an extension to the existing Wylfa substation to accommodate new equipment needed
- a new connection (in addition to the existing overhead line) from Wylfa Newydd in North Anglesey to Pentir substation in North Gwynedd. We are proposing overhead lines on pylons and a section underground at the Menai Strait
- equipment to make the transition from overhead to underground, such as sealing end compounds on each side of the Menai Strait
- to cross the Menai Strait and the new infrastructure associated with this crossing, for example, tunnel head houses
- an extension to the existing substation at Pentir to accommodate new equipment needed
- temporary works to enable construction such as construction compounds, road access points and lay down areas along the entirety of the connection.

Work in West Gwynedd

In addition to our proposals between Wylfa and Pentir we are proposing additional work in West Gwynedd to reinforce the network and ensure power from the new low carbon generation can be provided locally and beyond. The work in West Gwynedd does not form part of our application for a Development Consent Order and will be subject to a separate consenting regime. However, to ensure we provide local communities with a complete picture of our proposals in the wider area, we are providing relevant information for these other elements of our work at this consultation. We will be holding a separate consultation on these works, in accordance with the relevant legislation. You can read more about this work and the likely consenting process in section six of this document.

2.4 Benefits and impacts of our proposals

The new generation and our connection will help the UK meet its emission reduction targets and provide secure and reliable energy for communities in North Wales and beyond. Our work is also needed to unlock the billions of pounds of investment in Anglesey and facilitate the economic ambitions for North Wales in relation to energy generation.

These benefits cannot be achieved, however, without some effects, including those which are linked to the construction and operation of our new connection and the associated development. These potentially include effects on landscape and visual amenity; ecology and wildlife; water and air quality; drainage and flood risk; archaeology and cultural heritage; noise and vibration; and transportation and socio-economic factors. Many of these effects can be reduced or avoided through careful design and the use of mitigation measures – part of the reason we consult is to get your thoughts on how we can best achieve this.

¹ National Grid North Wales Connection Project Need Case, January 2015 - http://nationalgrid.opendebate.co.uk/files/nationalgrid/North_Wales/National_Grid_North_Wales_Connection_Need_Case_January_2015.pdf

2.5 The consenting process

New electricity lines longer than 2km are classified as a Nationally Significant Infrastructure Project (NSIP) under the planning process set out in the Planning Act 2008. This process requires that applications for consent are determined centrally, by the UK government, rather than by the local planning authority (such as a county council).

Developers of NSIP projects (such as National Grid) require a Development Consent Order (DCO) before proposals can be built.

Our proposals from Wylfa to Pentir include overhead lines greater than 2km and we will therefore require a DCO.

When our proposals are finalised following consultation, we will make an application for a DCO to the Planning Inspectorate. It is the Inspectorate's role to examine DCO applications and make a recommendation to the relevant Secretary of State with responsibility for deciding the application. In the case of the North Wales Connection Project, this would be the Secretary of State for Business, Energy and Industrial Strategy.

The DCO application will be determined in accordance with National Policy Statements (NPSs) which set out the UK government's objectives and policies for new nationally significant infrastructure. There are two NPSs that are relevant to our work:

- EN-1 is the overarching statement that explains the need for new energy infrastructure; and
- EN-5 which focuses specifically on the development of nationally significant electricity network infrastructure.

The development consent consultation and application process

Before submitting an application, the Planning Act 2008 requires developers, such as National Grid, to carry out consultation with local communities and statutory consultees. The UK government notes the early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.

Consultation allows these groups to influence the way projects are developed and how they are integrated into the community. It helps local people understand better what a particular project means for them, so that concerns are resolved early. It allows an applicant to obtain important information about the economic, social and environmental impacts of a scheme from consultees so that potential mitigation measures can be considered and, where appropriate, built into the project before an application is submitted.

As part of this process, the Planning Inspectorate will follow a number of steps to receive and review the application, and seek further comment from interested bodies and individuals.

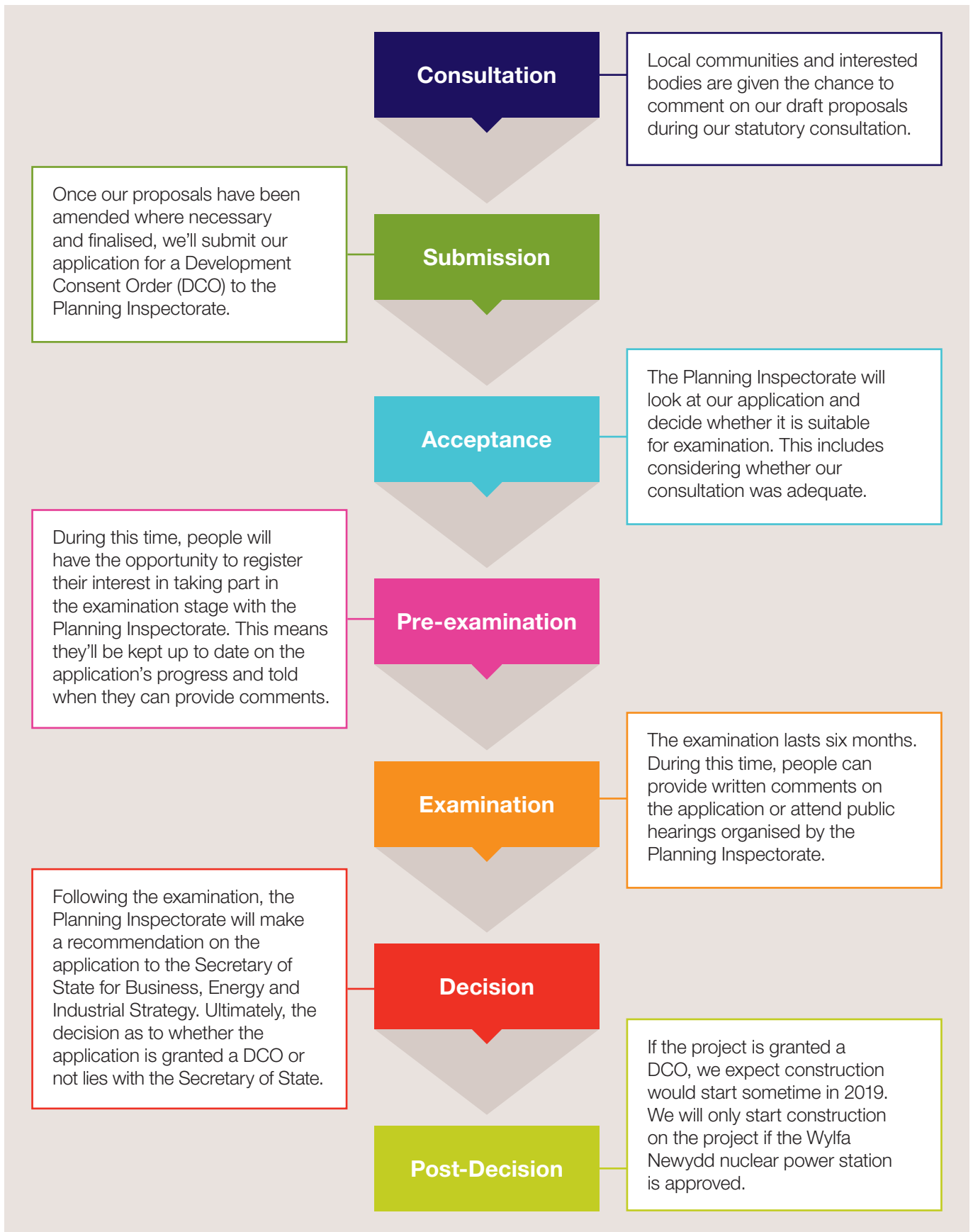
This process is set-out in the diagram opposite.

Associated development

Some parts of our work between Wylfa and Pentir may not be included within the DCO application such as certain highway enabling work. Any such work is known as 'associated development'.

For this work, we will apply for separate consents through the appropriate planning regime, such as the Town and Country Planning Act 1990.

However, to ensure we provide local communities with a complete picture of our proposals, we are providing relevant information for all elements of our work at this consultation.



More information on the planning process for NSIPs can be found at <http://infrastructure.planninginspectorate.gov.uk/>

2.6 Our work and consultation to date

Mindful of the relevant requirements and guidance, our approach is to develop our projects in a step-by-step process. This is explained in ‘Our approach to the design and routing of new electricity transmission lines’ document.

At each stage we develop options, assess them and consult on them where feedback can make a meaningful contribution. That feedback then informs our ongoing development of the project.

Together, the assessments we undertake and feedback we receive help us understand the effects of our work and make decisions on how best to manage them.

Our proposals in North Wales have been in development since 2010. We’ve held two stages of consultation to provide local communities and specialist bodies with the opportunity to comment on our proposals and influence

our decisions. We’ve also provided additional information between consultation stages to keep people up to date as our work progressed. Our community consultation in autumn 2016 is the next step in this ongoing process.

Our autumn 2016 community consultation is a statutory consultation on our detailed proposals. A statutory stage typically takes place when a proposed project has been worked up in detail and is ready for comment, and this consultation is then undertaken in accordance with the relevant planning regulations. Comments received to all our consultations have been and will continue to be taken into account and influence the proposals.

We anticipate that the autumn 2016 consultation will be the final project-wide consultation before we make an application for a DCO and, if necessary, applications for the project’s associated development.

Our consultation stages

| | |
|-------------------------------------|---|
| Stage One: Autumn 2012 | Consultation on strategic options, preferred connection option and route corridor options. |
| Stage Two: Autumn 2015 | Consultation on route options within the preferred route corridor and sealing end compound search area options for an underground crossing at the Menai Strait/Anglesey Area of Outstanding Natural Beauty (AONB). |
| Stage Three: Autumn 2016 | Statutory consultation on proposed development including mitigation works, construction works, access roads and highways modifications etc. We will also present a Preliminary Environmental Information Report (PEIR), which will assess the likely environmental effects of the proposed development, along with other technical documents as referred to below in section three. |

Supporting information for our work to date

Our work and consultation to date is explained in the following documents, which are available on our website.

Project Need Case, updated in January 2015 – explains why the North Wales Connection project and the work we have to carry out is needed.

Strategic Options Report, updated in January 2015 – explains more about the connection options we’ve looked at, including overland and subsea connection options.

Wylfa-Pentir Initial Route Corridor Report, October 2012 – examines and identifies the preliminary potential overhead route corridors between Wylfa and Pentir.

Feedback Report, June 2014 – provides a summary of all the themes consultees raised during our first consultation and our responses.

Summary of Key Project Changes and Updates, January 2015 – explains the key changes that have occurred since October 2012 which have required a review of the selection of our preferred strategic option and that are now reflected in the January 2015 version of the Strategic Options Report.

Wylfa-Pentir Preferred Route Corridor Selection Report, October 2015 – provides more information about how we made our route corridor decision.

Wylfa-Pentir Route Options Report, October 2015 – explains how we have identified the route options for the new connection.

Stage 2 Consultation Feedback Report – this report sets out our response to feedback received in relation to our Stage 2 consultation held in 2015.

3 Our Autumn 2016 Community Consultation

3.1 Overview

Our autumn 2016 community consultation is a statutory consultation on our detailed proposals between Wylfa Newydd and Pentir substation.

We anticipate this will be the final consultation on the entirety of these proposals before we make an application for a DCO. Subject to the outcomes of this consultation, where appropriate, we will consider the need for any further consultation.

The purpose of the consultation is to help people living in the vicinity of these proposals to understand them and what they mean for the local area. This means they can provide further comments and influence the development of the proposals.

This section covers what we are consulting on, when and where we are consulting, the communities we are consulting with and the consultation activities we are undertaking for these communities. This includes information on our public exhibitions and locations where people can view our project documents.

3.2 What we are consulting on

We are asking for feedback on all aspects of our proposals, but in particular:

- all of our proposals from Wylfa to Pentir as detailed on page five
- enabling works associated with these proposals such as construction compounds, road modifications and access roads
- the potential environmental effects of our proposals and if consultees have suggestions for reducing these effects (for example, through mitigation measures)
- while our work in West Gwynedd is not part of our application for a Development Consent Order, feedback on this work is also welcome.

Feedback will help us understand the effects of our work and establish what options there are to mitigate them when developing a final design.

3.3 When we are consulting

We are consulting on our proposals for 10 weeks, from 05 October to 16 December 2016.

3.4 Where we are consulting

Our consultation zone reflects our experience of potential effects of similar developments and takes account of the specific topography of Anglesey and North Gwynedd. The majority of the zone is approximately 3km either side of our proposals, with some areas extended beyond this or brought in closer to our proposals to reflect specific local circumstances.

Our community consultation activities are focused on this consultation zone and seek to engage with those living and working in the consultation zone. This includes newsletters to households and community events.

However, we recognise that there is broad interest in our proposals. To promote our proposals more widely, we are undertaking consultation activities outside the consultation zone, including vehicle events, local advertising and press releases to local media outlets.

More information on how we are consulting can be found in section 3.6.



3.5 Who we are consulting

The Planning Act 2008 places an importance on people living near to proposals who may be affected by the development, permanently and/or temporarily such as during construction. S47 of the Act describes these as people “*living in the vicinity of the land to which the proposed application relates*”.

Our consultation zone has been developed in accordance with these requirements and we will consult with the following people and groups. Details of how we are consulting with these groups can be found in section 3.6.

Local communities

Households and businesses in our consultation zone.

Elected representatives

The elected representatives for these communities, including community and town councils, county councillors with wards in the consultation zone, AMs, MPs and MEPs.

Hard to reach groups

Individuals and groups that may have difficulties taking part in the consultation process for a range of reasons. These include:

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

A list of these groups is available in Appendix One.

Local interest groups

We have identified a number of local interest groups who may be interested in our proposals because of their area of knowledge or specialism (such as local history/heritage, wildlife, recreation/leisure organisations). These have been identified through our own research and through responses to our previous consultations. We have written to these organisations at the start of the consultation with details of the proposals and how to take part.

A list of these groups is available in Appendix Two.

3.6 How we will consult communities

The consultation includes a mix of engagement methods (including physical and digital) and have a strong visual element to explain our proposals. Materials make use of diagrams, illustrations, infographics, photographs and maps.

The materials focus on the nature and scale of our proposals (such as size of equipment and construction requirements) to help people understand what effects they could have and consider ways in which these effects could be reduced. They make clear what is included in the community consultation, the role of feedback in the ongoing development of our proposals and how to provide comments.

Community documents

We have provided a range of documents to explain our proposals to communities so they can understand their effects and provide feedback. These are plain language, easy to follow and make strong use of graphics and images.

The materials we have provided contain varying levels of detail. To help guide people to the level of detail that best suits their needs, all of the documents cross-reference one another and make clear which documents to view if somebody wants a greater level of detailed information.

All of these materials are available in Welsh and English.

These include a combination of:

- **newsletter:** mailed to addresses in the areas in which we are consulting. This will include a large map of the proposals and information on how to provide feedback
- **overview document:** a non-technical summary of the proposals and more information on the equipment we need and infrastructure we propose to build. This will also include information on how consultation feedback to date has influenced the development of our proposals
- **Q&A document:** questions on our proposals and our answers to these
- **feedback form:** a questionnaire to capture views on our proposals and the consultation we are undertaking. People will also be welcome to respond to the consultation in writing by letter or email
- **photomontages:** a range of photomontages showing the proposed location and scale of infrastructure from vantage points. These will be available on USB memory stick, to view at our consultation events and on our website.

Additional materials

- **Website** – the Welsh and English project websites have been updated to explain the latest proposals, making use of graphics, illustrations, photomontages and photography to describe our work.

A postcode searchable map allows people to easily identify their properties in relation to our proposals and an online feedback form will be available. All of our community and technical materials, as well as maps, are available to download.

The online photo library contains images of a wide range of equipment that could be used on the project. This includes examples of existing infrastructure from elsewhere in the UK and graphical representations of construction work. The library helps people to see what our equipment may look like and also provides more information on the equipment and construction requirements.

- **Social media** – consultation information will be issued in Welsh and English from the Project’s Twitter account (@NGNorthWales). During the consultation, it is likely that tweets will be at least daily and include updates and reminders of where events are taking place, consultation deadlines and other important information.

- **3D visualisation** – we have produced a digital visualisation of our proposals showing what they will look like in the landscape and allowing people to see them from different viewpoints. This will be available at our community events and consultation vehicle events (due to the specialist equipment needed to run it).

- **Route drive films** – these short films use the 3D visualisation to travel through sections of the route. These are accompanied by a narration, explaining the proposals in the area, the decisions we have made and the factors we’ve considered.

The films are available on the project website, at our community and consultation vehicle events, and shared on social media.

- **Project team films** – these short films feature members of the project team talking in accessible terms about their areas of expertise. They are easy-to-follow and designed to give members of the public a better understanding of some of the work National Grid is doing in North Wales.

The films are available on the project website, at our community and consultation vehicle events, and shared on social media.

- **USB memory stick** – we have produced USBs that contain digital versions of our community materials and technical documents. These are available at consultation events, at reference locations and on request from our community relations team. The availability of the USBs will be publicised in our newsletter.

Events, information and reference locations

We have organised a range of engagement activities for people to meet our team and/or pick up information in locations near to our proposals. The locations for all of these activities have been publicised at the start of consultation using the community materials above.

We will be organising community events in the villages and towns closest to the proposals. We will also be holding a range of other events to engage with people as they go about their day-to-day activities, helping those with limited free time (such as families or working people) to take part in the consultation.

Community events – events in community halls in the villages and towns closest to the proposals (see below for locations, dates and times). These events will be staffed by National Grid project team members from various disciplines, including construction, environment, lands and engineering. A ‘show and tell’ approach will use interactive tools such as the 3D visualisation and Virtual Reality (VR) headsets, supported by exhibition panels, examples of equipment, maps and image portfolios.

| Event date | Address | Time |
|-------------------------|--|-------------------|
| Wednesday 26 October | Talwrn Village Hall, LL77 7ST | 1.30pm- 7.30pm |
| Friday 28 October | Llanfairpwll Primary School, Ffordd Caergybi, LL61 5TX | 1.30pm- 7.30pm |
| Friday 04 November | Tre-Ysgawen Hall, Capel Coch, LL77 7UR | 1.30pm- 7.30pm |
| Saturday 05 November | Rhosybol School Community Hall, LL68 9PP | 10am- 4pm |
| Saturday 12 November | Llanfechell Community School, LL68 0SA | 10am- 4pm |
| Tuesday 15 November | Penrhyn Hall, Tan Y Fynwent, Bangor, LL57 1NW | 1.30pm- 7.30pm |

Consultation vehicle events – focused on key population centres with high footfall where people regularly go as part of their daily activities. They will last two to three hours, during the busiest parts of the day. Two or three key members of the National Grid project team will be available to provide more information and answer questions that people might have.

People will be able to view copies of our materials, large scale maps and images, as well as view our project films. People will also be able to explore the route through our 3D visualisation and see how the proposals might look in the landscape.

| Event date | Address | Time |
|--------------------------|---|-------------------|
| Thursday 27 October | Glascoed Road car park, Cemaes, LL67 0HN | 12pm- 2.30pm |
| Saturday 29 October | Llys Menai car park, Wood Street, Menai Bridge, LL59 5QW | 12pm- 2.30pm |
| Tuesday 01 November | Stesion y Llan Café car park, Llanerchymedd, LL71 8EU | 12pm- 2.30pm |
| Thursday 03 November | Mill Street car park, Llangefni, LL77 7RT | 12pm- 2.30pm |
| Tuesday 08 November | Tŷ Menai, Parc Menai Business Park, LL57 4HJ | 11am- 1pm |
| Tuesday 08 November | Pringles car park, Llanfairpwll, LL61 5UJ | 2.30pm- 4.30pm |
| Wednesday 09 November | Co-op car park, Amlwch, LL68 9AL | 12pm- 2.30pm |
| Thursday 10 November | Mill Street car park, Llangefni, LL77 7RT | 12pm- 2.30pm |
| Friday 11 November | Tesco Extra car park, Bangor, LL57 4SU | 12pm- 2pm |

Pop-up events – these events offer an opportunity to find out more about the project and how people can take part in the consultation.

Events will include community materials, maps and a portfolio of images. Two or three key members of the National Grid project team will be available to provide more information and answer questions that people might have.

| Event date | Address | Time |
|--------------------------|---|-------------------|
| Wednesday 02 November | Pontio, Bangor University, LL57 2TQ | 2pm- 4.30pm |
| Wednesday 09 November | Galeri Caernarfon, Doc Fictoria, LL55 1SQ | 5.30pm- 7.30pm |
| Thursday 10 November | David Hughes Leisure Centre, Menai Bridge, LL59 5SS | 5pm- 7.30pm |
| Friday 11 November | Plas Arthur Leisure Centre, Llangefni, LL77 7QX | 4pm- 6.30pm |

- **Enquiries and information** – our freephone enquiry line in Welsh and English is in operation (9am-5pm Mon-Fri) with an answer phone service in operation outside of these hours and on bank holidays. Dedicated email addresses and a freepost address (see back cover for details) will also be available.
- **Information points** – a number of information points have been placed in locations with high footfall and open to the public, such as community halls and libraries in the area. The stands will hold copies of our community materials (newsletters, overviews, Q&As, feedback form) that people can take away with them as well as contact details for the project. See appendix three for locations and opening times.

| | |
|-----------------|----------------|
| Anglesey | Llangefni |
| Amlwch | Menai Bridge |
| Brynteg | Penmynydd |
| Beaumaris | Rhosybol |
| Cemaes | |
| Gaerwen | Gwynedd |
| Holyhead | Bangor |
| Llandegfan | Caernarfon |
| Llanfechell | Rhiwlas |

- **Reference locations** – our community materials, maps, detailed reports and plans are available to the public at selected libraries and suitable civic locations in, or nearest to, the consultation zone, and at council offices. These will be located in the following locations during the consultation.

See appendix three for locations and opening times.

| | |
|-----------------|----------------|
| Anglesey | Menai Bridge |
| Amlwch | Cemaes |
| Beaumaris | |
| Benllech | Gwynedd |
| Holyhead | Bangor |
| Llangefni | Caernarfon |

Publicity

To make sure people are aware of our consultation, the dates, event venues and times, and how to provide feedback, we will publicise the community consultation in the following ways:

- **Newsletter mailing** – we have sent a newsletter to residential and business addresses in our consultation zone.
- **Advertising** – we will advertise in local publications including the Daily Post, the Holyhead & Anglesey Mail and the North Wales Chronicle. We will also advertise in Welsh through Golwg. This advertising will have a digital focus, which offers widest reach and increased longevity. We will support this online activity with print adverts during the consultation. Advertising, both online and in print, will run at the following times: at the start of our consultation, shortly before our events start and shortly before the close of consultation to remind people of the closing date.

This advertising in local press will also seek to promote broad awareness of the consultation outside of the consultation zone.

- **Press releases and media outreach** – we will issue press releases to a broad range of local and regional media highlighting upcoming consultation milestones (e.g. consultation launch, a week before the end of the consultation). This will include local newspapers, Papurau Bro (community newspapers), TV and radio stations.
- **Posters** – posters publicising the consultation dates and event locations have been provided to community and town councils and venues (such as village halls) to display. Welsh and English language posters have been produced.
- **Text alerts** – everyone registered to our text service will receive alerts in Welsh and English. The text alerts will provide consultation reminders, venue dates and other alerts to registered users. People can register with us by texting NGCYM to 80800.
- **Email to website subscribers** – everyone who has registered to receive our email updates will receive emails in Welsh and English. The emails provide consultation details and links to materials, date reminders, venue dates and other alerts. People can register for email updates on our website www.northwalesconnection.com.
- **Twitter** – details of the consultation, where to find out information, event dates and details will be tweeted frequently from the Project's twitter account @NGNorthWales.

Technical reports

We have produced a range of technical documents to explain our proposals. These are detailed planning documents written by specialists to explain the decisions made and how technical assessments have informed these decisions. Due to the nature of these documents they will be available in English only.

These documents are available on our website, at reference locations and events (described above) and on USB memory stick.

These technical reports include:

- **Preliminary Environmental Information Report (PEIR):** our proposals are classified as an environmental impact assessment development, under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended). This means we need to prepare an environmental statement alongside our DCO application.

We've already collected a large amount of information about the likely environmental effects of our proposals. This information will be presented in a Preliminary Environmental Information Report (PEIR). This report will present our initial assessments of the nature and extent of the likely environmental effects of our proposals.
- **Preferred Route Option Selection Report:** to explain the selection of the preferred route option.
- **Draft Route Alignment Report:** to explain the selection of the preferred route alignment.
- **Menai Strait Crossing Report:** to explain the options considered for crossing the Menai Strait, the options assessment undertaken and the selection of the preferred option. This will include information on siting of sealing end compounds and other supporting works required for the transitions from overhead to underground, together with the two sections of overhead line that link to the sealing end compounds.

Hard-to-reach groups

We've worked hard to ensure our consultation is accessible and this has played an important role in planning our activities. The locations, dates and times of our events have been chosen to allow a broad range of people to attend.

We're holding outreach events to enable those groups that may not have the time – such as those in full-time employment or with young families – to take part in the consultation as they go about their day-to-day activities.

The project website has a full range of project documents and supporting films/images (see above), as well as an online feedback form. The website has been designed to ensure that those who may not be able to attend an event can still take part in the consultation.

Other hard to reach groups

We also recognise that some individuals or groups may have specific requirements for taking part in the consultation. We have worked with Isle of Anglesey County Council and Gwynedd Council to identify organisations that represent these individuals.

We have written to these organisations with information on the proposals and how to take part. We will ask if they would welcome specific consultation activities for their members in addition to our already planned activities. Requests for any specific activities will be planned and agreed with the requesting organisation in order that it best meets the needs of their members.

All of our community materials will be produced in large print and we will provide an audio commentary of our project newsletter in conjunction with the RNIB and distribute this to their members.

Visitors to the area and tourists

We will approach the local tourist information points to hold information on the consultation. This could be an information point, posters, a supply of materials or a combination of any of these. Details will be agreed with each location in line with their requirements and the space available.

We will also write to relevant businesses (such as visitor attractions, hotels, guesthouses and caravan parks in the consultation zone) with details of the consultation and how to take part. We will ask if they are willing to hold a range of consultation materials (such as newsletters and posters) for visitors to view during the consultation. The volume and type of materials would be agreed with each business according to their requirements.

Requests for documents

We are happy to respond to reasonable requests from consultees for further copies of documents. Copies of the documents, plans, maps and Preliminary Environmental Information Report will be available free of charge from National Grid in digital format on a USB memory stick. Requests for hard copies will be reviewed on a case-by-case basis. A reasonable copying charge may apply (up to a maximum of £500 for one full suite of documents) to be paid for by the recipient in advance.

Other developers' consultations

A number of other organisations are developing proposals in the area including Horizon Nuclear Power, Greenwire onshore and Codling Park off shore wind farms.

We are aware that Horizon Nuclear Power is consulting from 31 August to 25 October and that there will be some overlap with our consultation. We will work closely with Horizon to ensure that the two consultations are co-ordinated and the scope and context of each is clear to members of the public. To support this, based on the dates above, we will:

- Have headline information about Horizon's consultation available at events and signposted in our consultation materials and online, explaining how people can find out more and take part in Horizon's consultation
- We will only start events after Horizon's consultation has closed
- We will seek to avoid running press releases and adverts at the same time as Horizon and will advise them of key dates in our consultation
- Ensure any feedback on Horizon's proposals that is submitted to our project is passed on to their community relations team.

4 Submitting Feedback and What Happens Next

4.1 How to submit feedback

Consultation feedback is important in both the development of our proposals and in helping to understand the effects of our proposals in order for us to establish opportunities to mitigate these.

We are consulting on our proposals for ten weeks, from 05 October to 16 December.

There are several ways to submit feedback and we welcome comments in Welsh or English. People can respond in writing using any of the following methods.

- **In writing** – to our Freepost address: FREEPOST National Grid NW Connection
- **By email** – to nationalgrid@northwalesconnection.com
- **Feedback form** – these will be available from our consultation events, information points, online at www.northwalesconnection.com or on request from our community relations team.

Everyone submitting their comments to us (and providing their contact details) will receive an acknowledgement that their feedback has been received and an explanation of what happens next.

While our team take a written summary of the themes and issues raised at our events, we cannot use conversations as formal feedback. Everyone taking part in the consultation will be asked to submit their comments in writing. Should an individual be unable to submit feedback in writing, for example due to literacy difficulties, we will consider any specific activities on a case-by-case basis and agree what best meets the needs of that individual.

4.2 What happens to your feedback?

We will analyse all of the feedback and review our proposals in light of the information we have received.

When we've reviewed our proposals following consultation, we'll assess whether our work is ready for submission. Following consultation, we may carry out further survey and appraisal work and, if we need to make any material changes to our proposals, we would carry out appropriate consultation on these changes.

Our application for a DCO will be accompanied by a consultation report, which will set out how we have considered and had regard to all feedback received. It will explain how the comments we've received from members of the public and technical stakeholders have shaped and influenced our work. This will be publicly available.

5 Consultation in addition to the Community Consultation

In addition to the community consultation, the Planning Act 2008 also requires that a number of additional groups are consulted. These are defined as follows and include, for example, relevant local authorities, technical specialists (such as Natural Resources Wales and Cadw), major landowners (such as the MOD or the Crown Estate), transport authorities and emergency services.

5.1 Additional consultees

s42 (1) (a): prescribed consultees

- Prescribed bodies as listed in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)
- Amongst others, the prescribed bodies to be consulted include all community councils in whose area the proposals are sited, and adjoining councils

s42 (1) (b) and 43: local authorities as described in the Act

- Local authorities, as defined under section 43, including those in whose area the proposals are sited, and adjoining local authorities
- We will also consult with the relevant departments within the Welsh Government

s42 (1) (d) and 44: those with an interest in the land to which the proposed application relates (such as ownership, tenancy and/or other interests)

- All persons identified as having an interest in the land to which the proposals relate, within one or more of the categories set out in section 44

At the same time as our community consultation, we will consult these consultees directly and will be inviting them to comment on our proposals during the consultation. We'll then consider their feedback alongside the feedback we receive from the public.

6 Additional work in West Gwynedd: Work needed to reinforce the existing electricity network

In addition to our proposals between Wylfa and Pentir, we are proposing additional work to reinforce the network and ensure power from new low carbon generation such as Wylfa Newydd, Greenwire and Codling Park can be provided locally and beyond.

The work in West Gwynedd does not form part of our application for a Development Consent Order and will be subject to a separate consenting regime. However, to ensure we provide local communities with a complete picture of our proposals in the wider area, we are providing relevant information for these other elements of our work at this consultation. We will be holding a separate consultation on these works, in accordance with the relevant legislation.

6.1 National Grid's proposals in West Gwynedd

The work in West Gwynedd will reinforce the network and ensure power from new low carbon generation, such as Wylfa Newydd, Greenwire and Codling Park can be provided locally and beyond. This will include:

- a new substation near Bryncir to provide electricity into the local distribution network
- upgrading the existing underground cables at the Glaslyn Estuary
- carrying out some minor work in our existing substation at Trawsfynydd
- some potential refurbishment work to the existing overhead line between Pentir and Trawsfynydd.

The work in this area is described in these documents, which are available on our website:

- **West Gwynedd Substation Siting Study** – examines and identifies suitable site options for a substation in West Gwynedd.
- **Glaslyn Estuary Route Corridor Report** – examines our preliminary preference for an underground connection, and identifies a proposed route corridor and potential route alignment at the Glaslyn Estuary.

6.2 The planning process for National Grid's proposals

These works in West Gwynedd 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 and do not form part of the Wylfa Newydd connection project.

Consent for some of these works may be required under the Town & Country Planning Act 1990 (TCPA).

6.3 Consultation in West Gwynedd

When 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 which are potentially affected know how they can get involved and have their say.

6.4 Greenwire and Codling Park proposals

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 and delivered by these developers.

7 Appendices

7.1 Appendix One – Hard to Reach groups

Anglesey hard to reach groups

Ynys Môn County Federation of Young Farmers
Digartref Ynys Môn
Llais Ni
Anglesey Federation of Women's Institutes
Careers Wales
Ysgol David Hughes
Ysgol Gyfun Llangefni
Ysgol Syr Thomas Jones
Ysgol Uwchradd Caergybi
Ysgol Uwchradd Bodedern
Age Cymru Gwynedd a Môn
Anglesey Agewell
Job Centre Plus
Citizens Advice Bureau
Anglesey Communities First
Grŵp Cynefin
Tai Gogledd Cymru/North Wales Housing
North Wales Society for the Blind
RNIB Cymru
Ynys Môn Riding for the Disabled
Merched Y Wawr
Taran Disability Forum

Gwynedd hard to reach groups

Headway Gwynedd
Gwynedd Children and Young People's Partnership
Gisda
Urdd Gobaith Cymru
Gwynedd-Caernarfon Federation of Women's Institutes
Ysgol Brynrefail
Ysgol Syr Hugh Owen
Ysgol Friars
Ysgol Tryfan
Gwynedd Agewell
Gwynedd Older People Policy Officer
JobCentre Plus (North Wales)
Gwynedd Citizens Advice
Communities First Officer (Gwynedd)
Grwp Cynefin
Tai Gogledd Cymru/North Wales Housing
Tourism Sector, Gwynedd Council
Mantell Gwynedd
Gwynedd Council's Equalities and Diversity
Arfon and Dwyfor Local Access Forum

7.2 Appendix Two – Special interest groups

| | |
|--|---|
| Anglesey Equestrian Centre | Cemaes History Society |
| Anglesey Riding Centre | Centre for Environment, Fisheries and Aquaculture Science (Cefas) |
| Age Cymru Gwynedd a Môn | Chair of Wylfa PLG |
| Agoriad Cyf | Clwyd Badger Group |
| Alliance for National Parks Cymru | Codling Park |
| Amlwch Industrial Heritage Trust | Coed Cymru |
| Anglesey Agriculture Society | Cofnod |
| Anglesey and Gwynedd Fisheries Local Action Group | Conway Centres: Anglesey |
| Anglesey Antiquarian Society and Field Club | Council for British Archaeology in Wales |
| Anglesey Business Centre | Country Land and Business Association (CLA) |
| Anglesey Cycling Group | Cynnal Cymru – Sustain Wales |
| Anglesey Divers | Movements Along Welsh Roads (MAWR) |
| Anglesey Diving Academy | Dragon Radio Society |
| Anglesey Federation of Small Businesses | Engineering Construction Industry Training Board (ECITB) |
| Anglesey Mining plc | Energy Centre – Coleg Menai |
| Anglesey Nature Bites | Engineering & Renewable Energies Colleg Llandrillo |
| Anglesey Sea Salt (Halen Môn) | Eryri Association |
| Anglesey Tourism Association | Farmers Union Wales |
| Animal & Plant Health Agency | Federation of Small Businesses |
| Annog Cyf | Ffestiniog & Welsh Highland Railways |
| Bangor Bethesda Ramblers | Friends of the Earth Cymru |
| Bangor Civic Society | Friends of the Isle of Anglesey Coastal Path |
| Bangor Greenpeace | GeoMôn – Anglesey Geopark |
| Bangor Mussel Producers Association | Gorswen Farm Riding Centre |
| Bangor University (Seacams) | Glaslyn Angling Association |
| Betsi Cadwaladr University Health Board | Greenwire |
| Bristow Helicopters SAR (Search and Rescue) | Grŵp Cynefin |
| British Horse Society – North West Wales Committee | Gwynedd Archaeological Trust |
| British Mountaineering Council (BMC) | Gwynedd Bat Group |
| British Trust for Ornithology | Gwynedd Business Network |
| Business in the Community Wales | Gwynedd Engineering Society |
| Business on Anglesey | Heritage Together |
| Caernarfon/Dwyfor Ramblers Group | H M Coastguard |
| CBI Wales | Holyhead Cycling Club |
| Caernarfon Harbour Master | Holyhead Round Table |
| Caernarfon Sailing Club | Holyhead Sailing Club |

| | |
|--|--|
| Horizon Nuclear Power | Plas Menai National Watersports Centre |
| Institution of engineering and technology (IET) | Pori Natur a Threftadaeth |
| Isle of Anglesey Railways Ltd (Anglesey Central Railway) | Port Dinorwic Sailing Club |
| Lions Club Anglesey Central Trust Fund | Porth Y Post Riding Stables |
| Lions Club Bangor | Porthyfelin Community Partnership |
| Lions Club Beaumaris (Menai – Aethwy) | Probus |
| Lions Club Caernarfon | RAF Mona |
| Lions Club Holyhead | RAF Valley |
| Llanddona Riding School | Red Squirrels Trust Wales |
| Llangefni Social Enterprise | Red Wharf Bay Sailing Club |
| Magnox North (Wylfa) | RNLI |
| Maritime & Coastguard Agency | Rotary Club Bangor |
| Medrwn Môn | Rotary Club Holyhead |
| Meirionnydd National Trust Association | Rotary Club Llangefni |
| Menai Association (National Trust) | Royal Anglesey Yacht Club |
| Menai Heritage | RSPB Cymru |
| Menter Fachwen | SP Manweb |
| Menter Mon | SP Distribution Ltd |
| Mon a Gwynedd Friends of the Earth | Seiont Gwyfai and Llyfni Fishing Society |
| Mon CF | Snowdonia Society |
| Mona Flying Club | Social Services Improvement Agency |
| National Beef Association | Sport Wales |
| National Parks Wales | STEMNET |
| National Sheep Association | Sustain Wales – Cynnal Cymru |
| NFU Cymru | Sustrans Cymru |
| North Wales Animal Protection & Ethics | Technocamps – Bangor University |
| North Wales & Borders Waterways | The Menai Strait Combined Regattas Committee |
| North Wales Business Club | The Open Spaces Society |
| North Wales Chamber of Commerce | The Woodland Trust Wales (Coed Cadw) |
| North Wales Community Health Council | Traeth Coch Sailing Club |
| North Wales Housing | Trireme Ynys Mon Rowing Club |
| North Wales Tourism | Tyn Morfa Riding Centre |
| North Wales Tourist Guiding Association | Urdd Gobaith Cymru |
| North Wales Wildlife Trust – Anglesey | Visit Wales |
| North Wales Wildlife Trust – Arfon | Wales Air Ambulance |
| North West Venturers' Yacht Club | Wales Biodiversity Partnership |
| North West Wales Amphibian and Reptile Group | Wales Tourism Alliance |

Wales Trade Union Congress
Wales Young Farmers Association
Welsh Ambulance Service NHS Trust
Welsh Government Agricultural Dept
Welsh Government Fisheries
Welsh Historic Gardens Trust – Gwynedd
Welsh Sea Rowing Association
Welsh Water (visitor attraction)
Welsh Yachting Association
Wildfowl and Wetland Trust (WWT)
WWF Cymru
Wygryr Fishing Association
Ynys Mon (Anglesey) Group Riding for the Disabled
Ynys Mon Angling Association
Ynys Mon Ramblers Group
Renewable UK Cymru
North Wales Wildlife Trust
Welsh Highland Railway Ltd
National Trust
Campaign for National Parks
Campaign for the Protection of Rural Wales (CPRW)

7.3 Appendix Three – Information point and reference locations

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 Road, Cemaes, Anglesey, LL67 0HN | Monday: 2pm-6pm Wednesday: 9:30am-12:30pm Friday: 2pm-6pm |
| Holyhead Library | Newry Fields, Holyhead, Anglesey, LL65 1LA | Monday: 9:30am-6pm Tuesday: 9:30am-6pm Wednesday: 9:30am-1pm Thursday: 9:30am-6pm Friday: 9:30am-6pm Saturday: 9:30am-12:30pm |
| Llangefni Library | Lôn y Felin, Llangefni, Anglesey, LL77 7RT | Monday: 9am-7pm Tuesday: 9am-5pm Wednesday: 9am-1pm Thursday: 9am-6pm Friday: 9am-7pm Saturday: 9am-12.30pm |
| Menai Bridge Library | Wood Street, Menai Bridge, Anglesey, LL59 5AS | Tuesday: 1pm-6pm Wednesday: 9:30am-12:30pm Thursday: 1pm-6pm Friday: 1pm-5pm 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 | | |
| Isle of Anglesey County Council main council office | Council Offices, Llangefni, Anglesey, LL77 7TW | Monday: 8.45am-5pm Tuesday: 8.45am-5pm Wednesday: 8.45am-5pm Thursday: 8.45am-5pm Friday: 8.45am-5pm |
| Isle of Anglesey County Council Planning Service | Council Offices, Llangefni, Anglesey, LL77 7TW | Monday: 8.45am-5pm Tuesday: 8.45am-5pm Wednesday: 8.45am-5pm Thursday: 8.45am-5pm Friday: 8.45am-5pm |
| Gwynedd | | |
| Bangor Library | Gwynedd Road, LL57 1DT | Monday: 9:30am-7pm Tuesday: 9:30am-7pm Wednesday: 9:30am-1pm Thursday: 9:30am-7pm Friday: 9:30am-7pm Saturday: 9:30am-1pm |
| Caernarfon Library | Pavilion Hill, Caernarfon, LL55 1AS | Monday: 9:30am-7pm Tuesday: 9:30am-7pm Wednesday: 9:30am-1pm Thursday: 9:30am-7pm Friday: 9:30am-7pm Saturday: 9:30am-1pm |
| Siop Gwynedd | Gwynedd Council's Headquarters, Castle Street, Caernarfon, Gwynedd, LL55 1SE | Monday: 8.40am-5pm Tuesday: 8.40am-5pm Wednesday: 8.40am-5pm Thursday: 8.40am-5pm Friday: 8.40am-5pm |

Information points

| Location | Address |
|-----------------|---|
| Anglesey | |
| Amlwch | Amlwch Library, Parys Road, Amlwch, LL68 9AB |
| Brynteg | Brynteg Community Hall, Brynteg, LL78 8JN |
| Beaumaris | Beaumaris Library, David Hughes Community Centre, LL58 8AL |
| Cemaes | Cemaes Library, Glascoed Road, Cemaes, LL67 0HN |
| Gaerwen | Esceifiog Community Centre, Gaerwen, LL60 6DD |
| Holyhead | Holyhead Library, Newry Fields, LL65 1LA |
| Llandegfan | Llandegfan Parish Hall, LL59 5UL |
| Llanfechell | Llanfechell Community School, LL68 0SA |
| Llangefni | Llangefni Library, Lôn y Felin, Llangefni, LL77 7RT |
| Llangefni | Isle of Anglesey County Council, Council Offices, Llangefni, LL77 7TW |
| Menai Bridge | Menai Bridge Library, Wood Street, LL59 5AS |
| Penmynydd | Penmynydd Village Hall, LL61 6PG |
| Rhosybol | Rhosybol School Community Hall, Rhosybol, LL68 9PP |
| Gwynedd | |
| Bangor | Bangor Library, Gwynedd Road, LL57 1DT |
| Caernarfon | Caernarfon Library, Pavilion Hill, Caernarfon, LL55 1AS |
| Rhiwlas | Rhiwlas Village Hall, LL57 4GA |



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www.northwalesconnection.com



Send an email to:
nationalgrid@northwalesconnection.com



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0800 990 3567 9am - 5pm Monday - Friday
or leave a message outside these hours



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



6.2.32

Appendix 32

Final Statement of Community Consultation (Welsh)

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

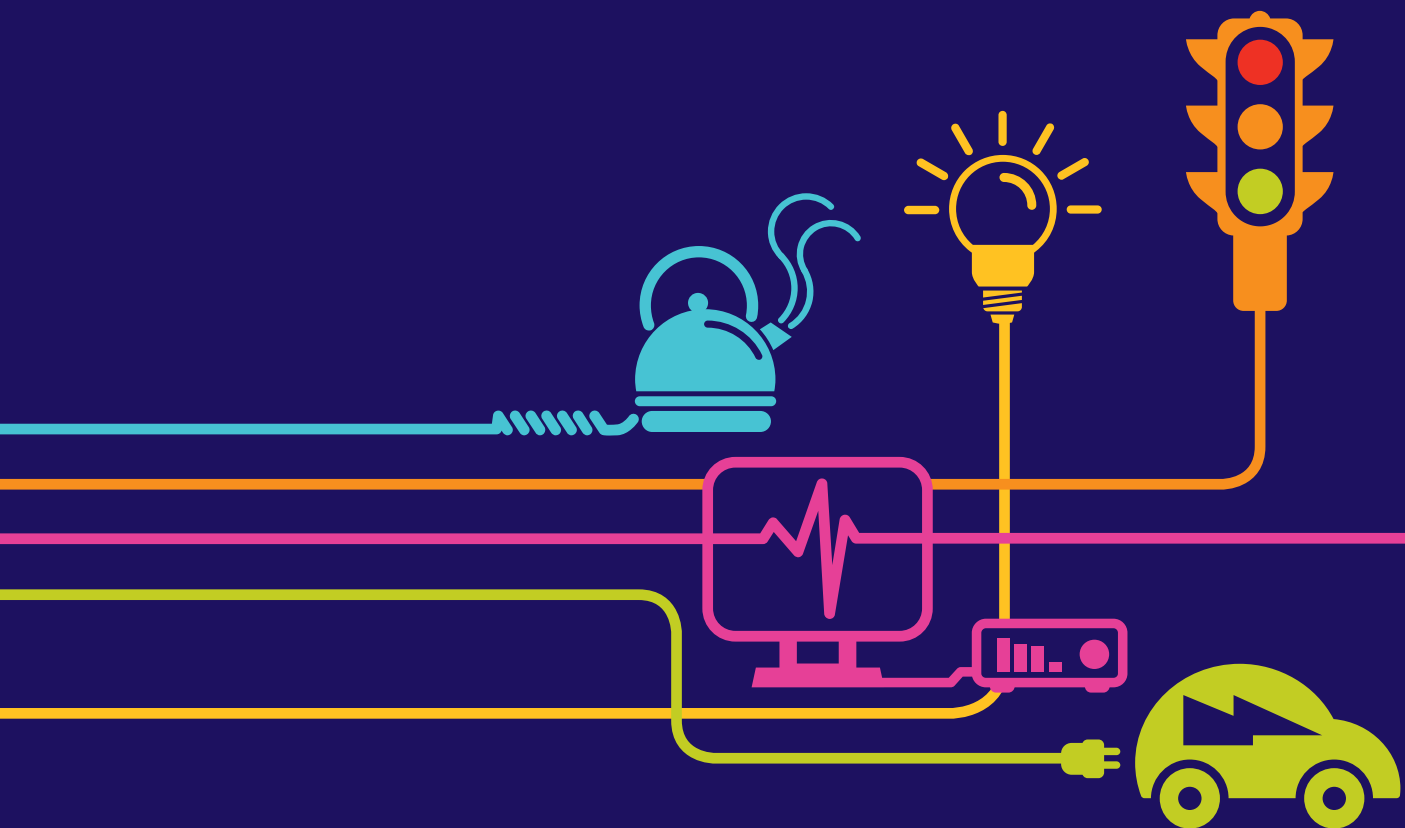
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Prosiect Cysylltiad Gogledd Cymru

Cysylltu ynni newydd carbon isel yng Ngogledd Cymru

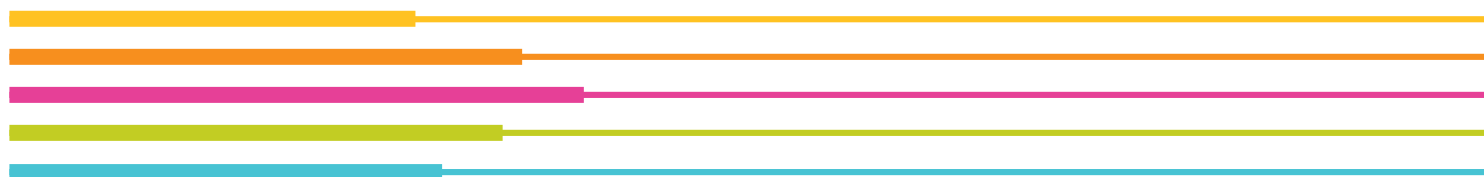
Datganiad Ymgynghori Cymunedol

Cyhoeddwyd dan adran 47(6) Deddf Cynllunio 2008



Cynnwys

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1 Prosiect National Grid – Cysylltiad Gogledd Cymru

1.1 Cyflwyniad

Mae'r Datganiad Ymgynghori Cymunedol yn ymwneud â Phrosiect Cysylltiad Gogledd Cymru'r National Grid, sy'n cynnwys cynlluniau i gysylltu ynni carbon isel newydd yng Ngogledd Cymru â'r rhwydwaith trydan cenedlaethol. Mae'n esbonio'r ymgynghoriad cymunedol yr ydym yn ei gynnal gyda chymunedau lleol ym Môn a gogledd Gwynedd sy'n agos at ein cynlluniau. Yn benodol, mae'n cynnwys:

- beth yr ydym yn bwriadu ei adeiladu, lle a phryd
- y broses ganiatáu ar gyfer ein gwaith
- ymhle yr ydym yn ymgynghori, gyda phwy a phryd
- sut yr ydym yn ymgynghori, gan gynnwys y deunyddiau y byddwn yn eu paratoi a'r gweithgareddau ymgysylltu y byddwn yn eu cynnal
- pam y mae ymateb yn bwysig a sut y mae'n dylanwadu ar ddatblygiad ein cynlluniau
- sut i gymryd rhan a rhoi adborth.

Mae'r ymgynghoriad yn gyfle i gymunedau lleol gymryd rhan a dylanwadu ar y ffordd y caiff y cysylltiad ei adeiladu.

Mae ein hymgyngoriad yn agored rhwng 5 Hydref ac 16 Rhagfyr 2016.

1.2 Beth yw Datganiad Ymgynghori Cymunedol?

Mae ein gwaith rhwng yr Wylfa a Phentir yn cael ei gyfrif yn Brosiect Seilwaith o Arwyddocâd Cenedlaethol (NSIP) dan y broses gynllunio a nodir yn Neddf Cynllunio 2008. Mae hyn yn golygu bod arnom angen Gorchymyn Caniatâd Datblygu (DCO) cyn y gallwn fwrw ymlaen â'r cynlluniau.

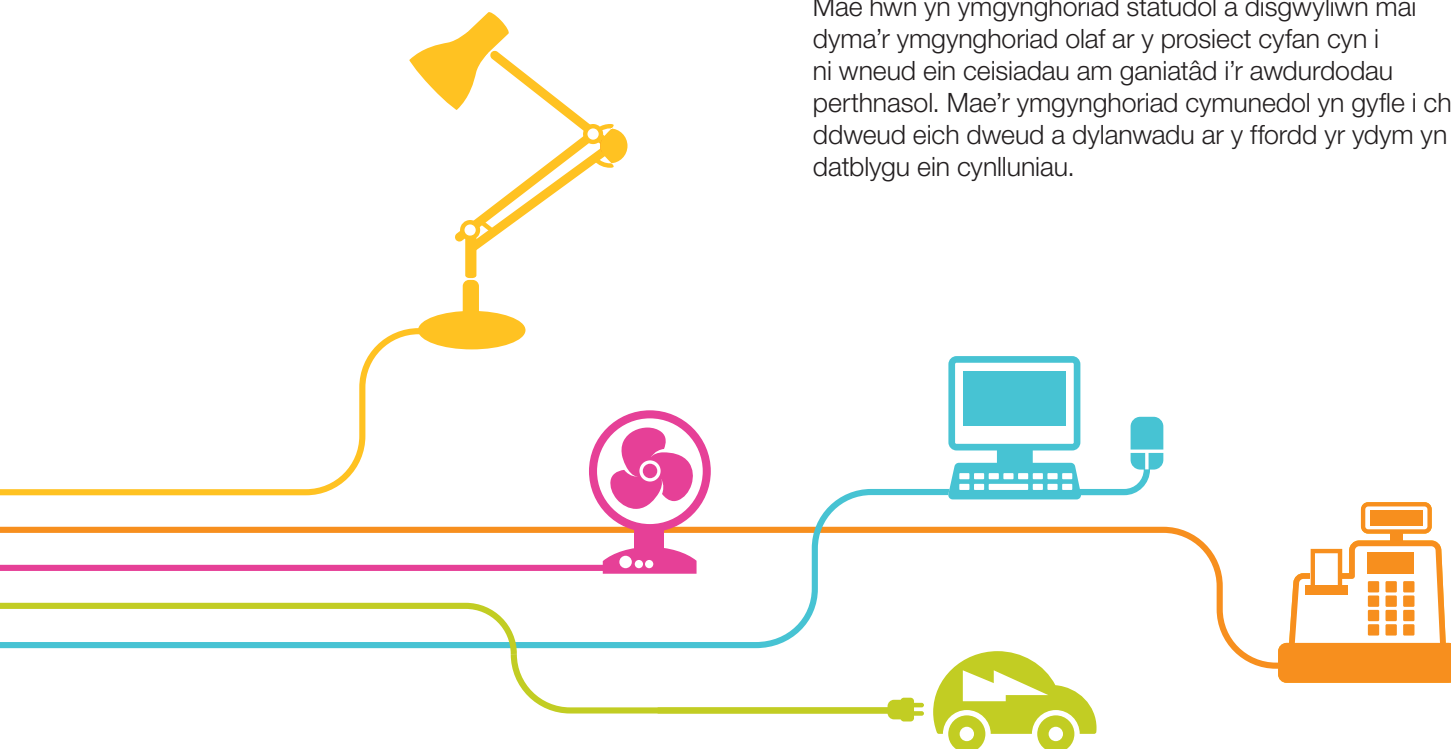
O dan adran 47(1) o'r Ddeddf, mae'n ofynnol i ymgeisywyr baratoi datganiad sy'n nodi sut mae'r ymgeisydd yn bwriadu ymgynghori ynghylch y cais arfaethedig gyda phobl sy'n byw yng nghyffiniau'r tir. Mae'r Datganiad Ymgynghori Cymunedol (SoCC) hwn wedi cael ei baratoi yn unol â'r gofyniad hwn ac mae'n esbonio'r ymgynghoriad statudol cyn-ymgeisio rydym yn bwriadu ei gynnal.

Mae'r Datganiad yn cynnwys gwybodaeth am ein harddangosfeydd cyhoeddus a manau lle gall pobl weld dogfennau'r prosiect.

Rydym wedi datblygu'r Datganiad hwn mewn ymgynghoriad â'r awdurdodau lleol perthnasol, Cyngor Sir Ynys Môn a Chyngor Gwynedd. Y bwriad yw helpu aelodau o'r gymuned i ddeall sut y gallant gymryd rhan yn ein hymgyngoriad a beth y gallant ddylanwadu arno.

Rydym wedi ymrwymo i sicrhau bod ein hymgyngoriad â'r gymuned yn hygyrch, yn ddealladwy ac yn ystyrlon. Mae'r egwyddorion arweiniol hyn wedi llywio'r wybodaeth a nodir yn y ddogfen hon a'r deunyddiau y byddwn yn eu darparu ar gyfer yr ymgynghoriad hwn.

Mae hwn yn ymgynghoriad statudol a disgwyliwn mai dyma'r ymgynghoriad olaf ar y prosiect cyfan cyn i ni wneud ein ceisiadau am ganiatâd i'r awdurdodau perthnasol. Mae'r ymgynghoriad cymunedol yn gyfle i chi ddweud eich dweud a dylanwadu ar y ffordd yr ydym yn datblygu ein cynlluniau.



2 Ein Gwaith yng Ngogledd Cymru

2.1 Ynni newydd carbon isel yng Ngogledd Cymru

Mae Prosiect Cysylltiad Gogledd Cymru yn ymwneud â chysylltu ynni carbon isel newydd a fydd yn cael ei gynhyrchu yng Ngogledd Cymru â'r rhwydwaith trydan cenedlaethol.

Mae angen cyflenwadau ynni newydd diogel a dibynadwy ar Gymru a gweddill y Deyrnas Unedig ac, ar yr un pryd, mae angen mynd i'r afael â newid yn yr hinsawdd. Mae hyn yn golygu buddsoddiad mawr mewn ffynonellau ynni carbon isel.

Yng Ngogledd Cymru, bu ymgyrch i roi Ynys Môn ar flaen y gad o ran ymchwil a datblygu, cynhyrchu a gwasanaethu ym maes ynni. Y nod yw harneisio cyfuniad cyfoethog o ynni, gan gynnwys ynni niwclear, gwynt, llanw, biomas a solar.

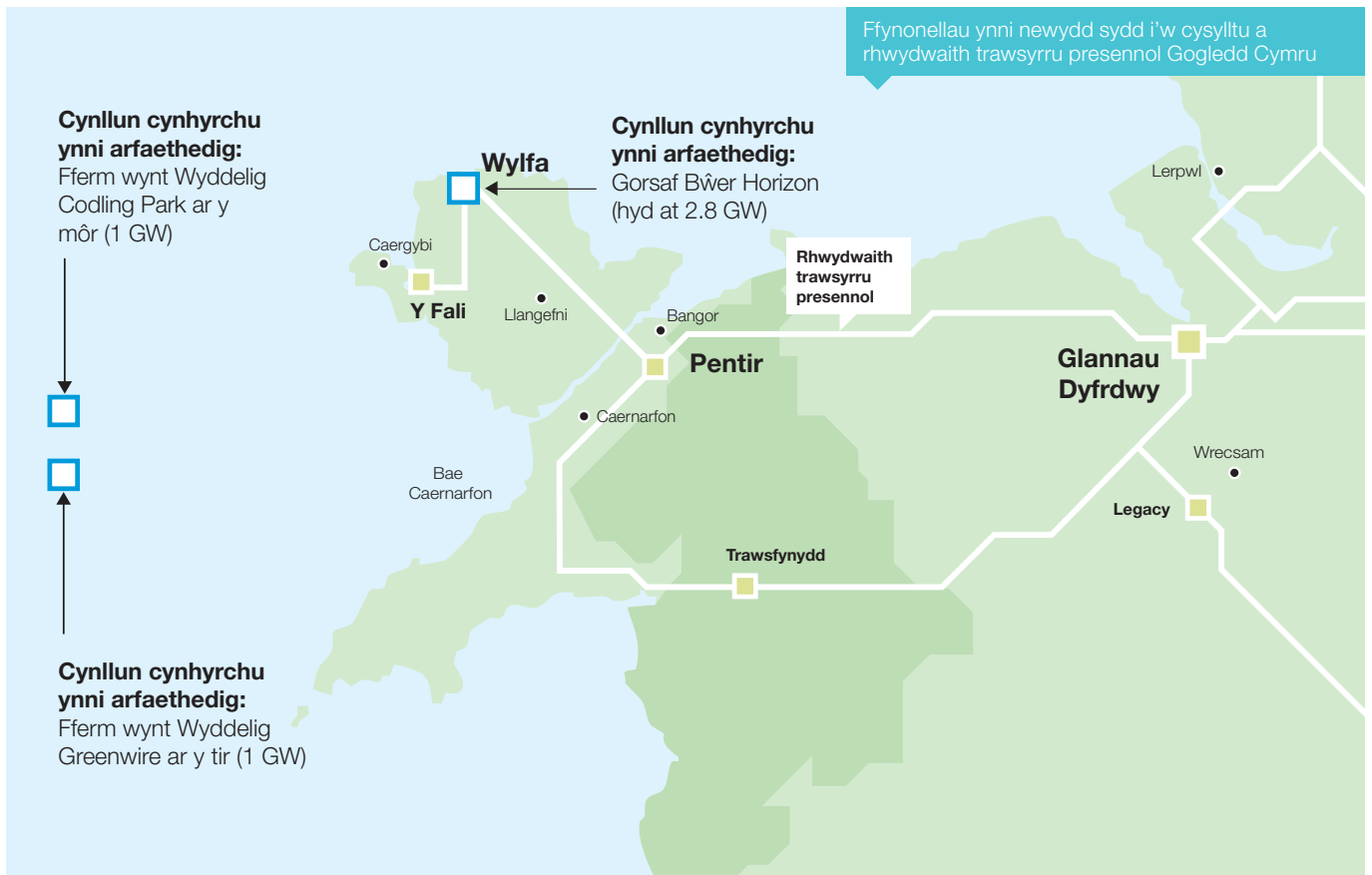
Amcangyfrifir y gallai'r ymgyrch hon gyfrannu bron £12 biliwn at economi Ynys Môn a Gogledd Cymru dros y 15 mlynedd nesaf a sicrhau manteision cymdeithasol ac amgylcheddol ar draws y rhanbarth.

2.2 Ein rôl ni

Mae National Grid yn berchen ar y grid y mae llawer o wahanol ffynonellau ynni wedi'u cysylltu iddo ac mae'n ei reoli hefyd. Ein gwaith ni ydi cysylltu ffynonellau pŵer newydd i'r grid cenedlaethol er mwyn i gartrefi a busnesau allu defnyddio'r trydan.

Yng Ngogledd Cymru, mae gennym contract ar hyn o bryd i gysylltu swm sylweddol o ynni newydd carbon isel:

- **Wylfa Newydd:** atomfa newydd 2.8 gigawat (GW) Horizon Nuclear Power ar Ynys Môn
- **Greenwire:** fferm wynt 1 GW ar y tir yn Iwerddon
- **Codling Park:** fferm wynt 1 GW yn y môr oddi ar arfordir Iwerddon



2.3 Yr hyn rydym yn bwriadu ei adeiladu

Mae rhwydwaith trydan foltedd uchel yng Ngogledd Cymru ar hyn o bryd sy'n gwasanaethu'r rhanbarth ac yn trosglwyddo'r pŵer a gynhrychir yn yr ardal i weddill y Deyrnas Unedig. Mae'r rhwydwaith presennol wedi cario'r trydan a gynhrychir yn y gogledd ers blyneddau lawer, ond ni fydd yn ddigon i drosglwyddo'r holl bŵer newydd y bwriedir ei gynhyrchu. Felly mae angen seilwaith newydd.

Bydd y seilwaith newydd arfaethedig yn cysylltu'r safleoedd cynhyrchu arfaethedig ac yn atgyfnerthu'r rhwydwaith yng Ngogledd Cymru er mwyn sicrhau cyflenwadau trydan diogel i'r ardal leol a'r tu hwnt. Cewch ragor o wybodaeth am yr angen am ein gwaith a gofynion y rhwydwaith trydan yn ein dogfen *Project Need Case*¹ sydd ar gael ar ein gwefan.

Gwaith ar Ynys Môn ac yng Ngogledd Gwynedd rhwng yr Wylfa a Phentir

Er mwyn diwallu anghenion y pŵer newydd carbon isel yng Ngogledd Cymru, rydym yn cynnig:

- estyniad i is-orsaf bresennol yr Wylfa ar gyfer y cyfarpar newydd angenrheidiol
- cysylltiad newydd (yn ogystal â'r llinell uwch ben bresennol) o Wylfa Newydd yng Ngogledd Môn i is-orsaf Pentir yng Ngogledd Gwynedd. Bwriadwn ddefnyddio llinellau uwch ben ar beilonau a darn tanddaearol i groesi Afon Menai
- offer i wneud y trawsnewidiad o linell uwch ben i gebl tanddaear, fel compowndiau pennau selio ar y naill ochr a'r llall i'r Fenai
- croesi Afon Menai a'r seilwaith newydd sy'n gysylltiedig â'r croesi, er enghraifft, adeiladau pen twnnel
- estyniad i is-orsaf bresennol Pentir i ddal y cyfarpar newydd angenrheidiol
- gwaith dros dro fel y gellir gwneud y gwaith adeiladu, fel compowndiau adeiladu, manau mynediad i'r ffordd, ac ardaloedd storio dros dro ar hyd y cysylltiad cyfan.

Gwaith yng Ngorllewin Gwynedd

Yn ogystal â'n cynlluniau ar gyfer y darn rhwng yr Wylfa a Phentir, rydym yn bwriadu gwneud gwaith ychwanegol yng Ngorllewin Gwynedd i atgyfnerthu'r rhwydwaith a sicrhau y gellir darparu trydan newydd carbon isel yn lleol a'r tu hwnt. Nid yw'r gwaith yng Ngorllewin Gwynedd yn rhan o'n cais am Orchymyn Caniatâd Datblygu a bydd angen caniatâd ar wahân ar hynny. Fodd bynnag, er mwyn sicrhau ein bod yn rhoi darlun llawn o'n cynlluniau ar gyfer yr ardal ehangach i gymunedau lleol, rydym yn rhoi gwybodaeth berthnasol am yr elfennau eraill hyn o'n gwaith yn yr ymgynghoriad hwn. Byddwn yn cynnal ymgynghoriad ar wahân am y gwaith hwn, yn unol â'r ddeddfwriaeth berthnasol. Cewch ddarllen mwy am y gwaith hwn a'r broses ganiatáu debygol yn adran chwech o'r ddogfen hon.

2.4 Manteision ac effeithiau ein cynlluniau

Bydd y gwaith cynhyrchu newydd a'n cysylltiad ni yn helpu'r Deyrnas Unedig i gyrraedd ei thargedau o ran lleihau allyriadau a darparu ynni diogel a dibynadwy i gymunedau gogledd Cymru a'r tu hwnt.

Mae angen ein gwaith hefyd i ddat-gloi biliynau o bunnoedd o fuddsoddiad yn Ynys Môn a hwyluso uchelgeisiau economaidd gogledd Cymru ym maes cynhyrchu ynni.

Fodd bynnag, ni ellir sicrhau'r manteision heb gael rhyw effeithiau ar yr ardal, yn cynnwys rai sy'n gysylltiedig ag adeiladu a gweithredu ein cysylltiad newydd a'r datblygiad cysylltiedig. Gallai'r rhain gynnwys effeithiau ar y dirwedd ac amwynderau gweledol; ecoleg a bywyd gwylt; ansawdd dŵr ac aer; draenio a pherygl llifogydd; archaeoleg a threftadaeth ddiwylliannol; sŵn a dirgrynu; a chlundiant a ffactorau economaidd-gymdeithasol. Gellir lleihau llawer o'r effeithiau hyn neu eu hosgoi trwy ddylunio gofalus a defnyddio mesurau lliniaru – rhan o'r rheswm dros ymgynghori yw cael eich barn am y ffordd orau o wneud hyn.

¹ National Grid North Wales Connection Project Need Case, January 2015 - http://nationalgrid.opendebate.co.uk/files/nationalgrid/North_Wales/National_Grid_North_Wales_Connection_Need_Case_January_2015.pdf

2.5 Y broses ganiatáu

Mae llinellau trydan newydd sy'n hirach na 2km yn cael eu cyfrif yn Brosiect Seilwaith o Arwyddocâd Cenedlaethol (NSIP) dan y broses gynllunio a nodir yn Neddf Cynllunio 2008. O dan y broses hon, mae'n ofynnol bod ceisiadau am ganiatâd yn cael eu penderfynu'n ganolog, gan lywodraeth y Deyrnas Unedig, yn hytrach na gan yr awdurdod cynllunio lleol (y cyngor sir, er enghraifft).

Mae ar ddatblygwyr prosiectau NSIP (fel National Grid) angen Gorchymyn Caniatâd Datblygu (DCO) cyn y gellir mynd ymlaen â'r gwaith adeiladu.

Mae ein cynlluniau ar gyfer y cysylltiad o'r Wylfa i Bentir yn cynnwys llinellau sy'n fwy na 2km ac felly bydd arnom angen DCO.

Pan fyddwn yn paratoui'r cynlluniau terfynol ar ôl ymgynghori, byddwn yn gwneud cais am DCO i'r Arolygiaeth Gynllunio. Rôl yr Arolygiaeth yw archwilio ceisiadau DCO a gwneud argymhelliad i'r Ysgrifennydd Gwladol perthnasol sy'n gyfrifol am benderfynu ar y cais. Yn achos Prosiect Cysylltiad Gogledd Cymru, yr Ysgrifennydd Gwladol dros Fusnes, Ynni a Strategaeth Ddiwydiannol fyddai hwn.

Caiff y cais am DCO ei benderfynu yn unol â'r Datganiadau Polisi Cenedlaethol (NPSs) sy'n nodi amcanion a pholisïau llywodraeth y Deyrnas Unedig ar gyfer seilwaith newydd o arwyddocâd cenedlaethol. Mae dau NPS yn berthnasol i'n gwaith ni.

- EN-1 yw'r datganiad cyffredinol sy'n esbonio'r angen am seilwaith ynni newydd; ac
- EN-5 sy'n canolbwyntio'n benodol ar ddatblygu seilwaith rhwydwaith trydan o arwyddocâd cenedlaethol.

Yr ymgynghoriad ar gyfer y caniatâd datblygu a'r broses ymgeisio

Cyn cyflwyno cais, mae Deddf Cynllunio 2008 yn ei gwneud yn ofynnol i ddatblygwyr fel National Grid ymgynghori â chymunedau lleol ac ymgynghoreion statudol. Mae llywodraeth y Deyrnas Unedig yn nodi bod cyfranogiad buan cymunedau lleol, awdurdodau lleol ac ymgynghoreion statudol yn gallu arwain at fanteision sylweddol i bawb.

Mae ymgynghori'n caniatáu i'r grwpiau hyn ddylanwadu ar y ffordd y caiff prosiectau eu datblygu a sut y cânt eu hintegreiddio i'r gymuned. Mae'n helpu pobl leol i ddeall yn well beth mae prosiect penodol yn ei olygu iddyn nhw, fel y bydd pryderon yn cael eu datrys yn fuan. Mae'n caniatáu i ymgeisydd gael gwybodaeth bwysig am effeithiau economaidd, cymdeithasol ac amgylcheddol cynllun gan ymgynghoreion, fel y gellir ystyried mesurau lliniaru posibl, a lle bo'n briodol, eu cynnwys yn y prosiect cyn cyflwyno cais.

Fel rhan o'r broses hon, bydd yr Arolygiaeth Gynllunio'n dilyn nifer o gamau i dderbyn ac adolygu'r cais, ac yn ceisio rhagor o sylwadau gan gyrrff ac unigolion sydd â diddordeb yn y mater.

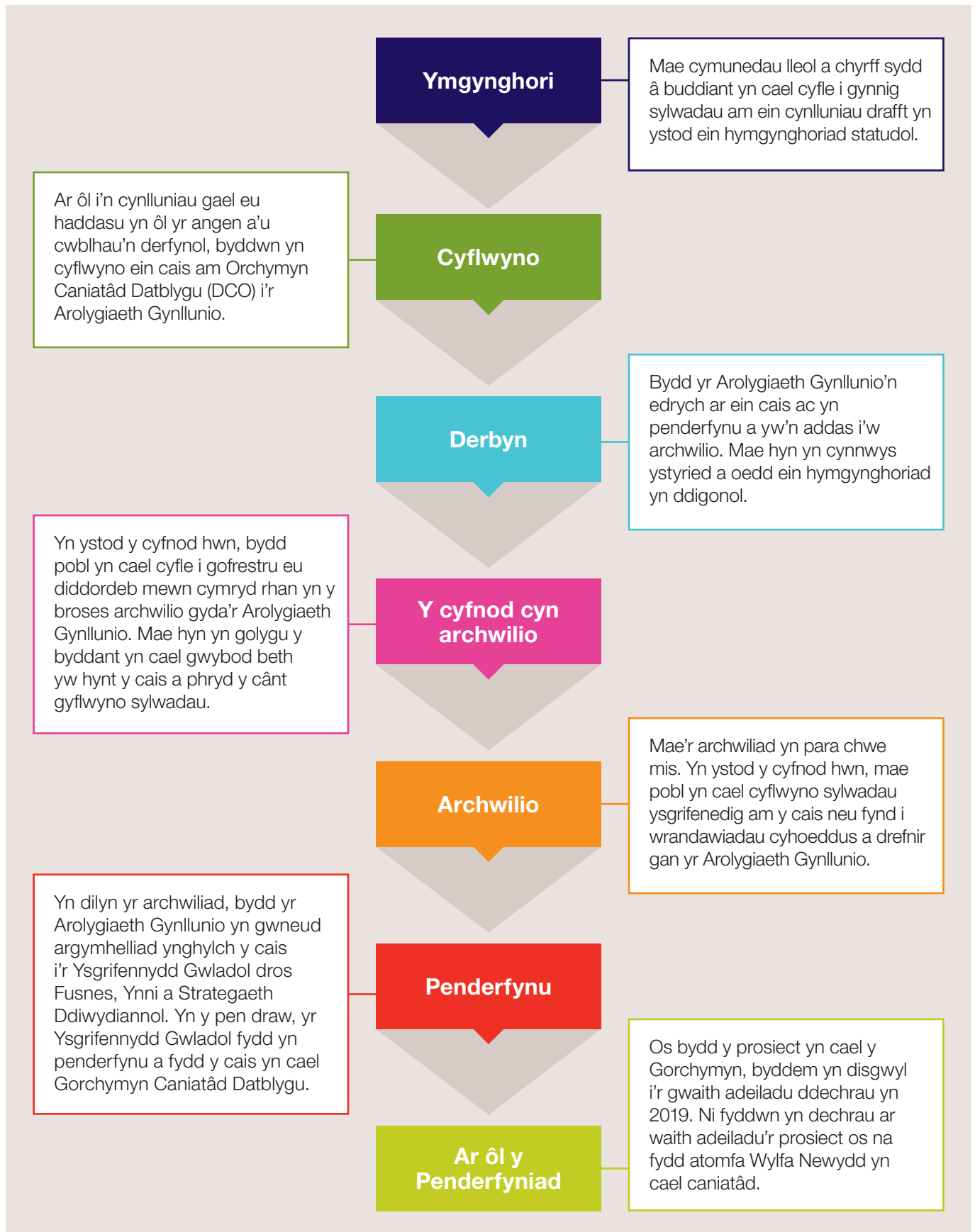
Amlinellir y broses hon yn y diagram gyferbyn.

Datblygiadau cysylltiedig

Efallai na fydd rhai rhannau o'n gwaith rhwng Wylfa Newydd a Phentir yn cael eu cynnwys yn y cais an DCO – peth o'r gwaith galluogi priffyrdd, er enghraifft. Gelwir gwaith o'r fath yn 'ddatblygiad cysylltiedig'.

Ar gyfer y gwaith hwn, byddwn yn gwneud cais am ganiatâd ar wahân drwy'r gyfundrefn gynllunio briodol, fel Deddf Cynllunio Gwlad a Thref 1990.

Fodd bynnag, er mwyn sicrhau ein bod yn rhoi darlun llawn o'n cynlluniau i gymunedau lleol, rydym yn rhoi gwybodaeth berthnasol am holl elfennau ein gwaith yn yr ymgynghoriad hwn.



Ceir rhagor o wybodaeth am y broses gynllunio ar gyfer Prosiectau Seilwaith o Arwyddocâd Cenedlaethol yn <http://infrastructure.planninginspectorate.gov.uk/>

2.6 Ein gwaith a'n hymgyngori hyd yma

Gan gadw mewn cof y gofynion a'r canllawiau perthnasol, rydym yn datblygu ein prosiectau gam wrth gam. Caiff hyn ei esbonio yn ein dogfen 'Our approach to the design and routeing of new electricity transmission lines'.

Ar bob cam, rydym yn datblygu dewisiadau, yn eu hasesu ac yn ymgynghori arnynt os gall ymateb pobl wneud cyfraniad ystyrlon. Yna, mae'r ymateb hwnnw'n cyfrannu at waith datblygu'r prosiect.

Gyda'i gilydd, mae'r asesiadau a gynhaliwn a'r ymateb a gawn yn ein helpu i ddeall effeithiau ein gwaith ac i wneud penderfyniadau ar y ffordd orau o'u rheoli.

Buom yn datblygu ein cynigion yng Ngogledd Cymru ers 2010. Rydym wedi cynnal dau gyfnod ymgynghori er mwyn rhoi cyfle i gymunedau lleol a chyrrff arbenigol i roi sylwadau ar ein cynlluniau a dylanwadu ar ein penderfyniadau. Yn ogystal, rydym wedi cyhoeddi

rhagor o wybodaeth rhwng y cyfnodau ymgynghori i roi'r newyddion diweddaraf am ein gwaith. Ein hymgyngoriad cymunedol yn ystod hydref 2016 fydd y cam nesaf yn y broses hon.

Mae ymgynghoriad cymunedol hydref 2016 yn ymgynghoriad statudol ar ein cynlluniau manwl. Fel rheol, cynhelir cam statudol pan fydd prosiect arfaethedig wedi cael ei lunio'n fanwl ac yn barod ar gyfer sylwadau, ac yna cynhelir yr ymgynghoriad yn unol â'r rheoliadau cynllunio perthnasol. Mae'r sylwadau a gafwyd yn ystod ein holl ymgynghoriadau wedi cael eu hystyried ac wedi dylanwadu ar ein cynlluniau a bydd hynny'n parhau i ddiwedd.

Rydym yn rhagweld mai ymgynghoriad hydref 2016 fydd yr ymgynghoriad olaf ar y prosiect cyfan cyn i ni wneud cais am DCO ac, os bydd angen, geisiadau am ddatblygiadau cysylltiedig â'r prosiect.

Ein cyfnodau ymgynghori

| | |
|------------------------------------|--|
| Cyfnod Un: Hydref 2012 | Ymgynghoriad ar ddewisiadau strategol, y cysylltiad oedd yn cael ei ffafrio a dewisiadau o ran y coridor llwybr. |
| Cyfnod Dau: Hydref 2015 | Ymgynghoriad ar lwybrau posibl yn y coridor llwybr oedd yn cael ei ffafrio a dewisiadau o ran ardaloedd chwilio compowndiau pennau selio ar gyfer croesi o dan Afon Menai ac yn Ardal o Harddwch Naturiol Eithriadol (AHNE) Ynys Môn. |
| Cyfnod Tri: Hydref 2016 | Ymgynghoriad statudol ar y datblygiad arfaethedig gan gynnwys gwaith lliniaru, gwaith adeiladu, ffyrdd mynediad ac addasiadau i briffyrdd ac ati. Byddwn hefyd yn cyflwyno Adroddiad Gwybodaeth Amgylcheddol Rhagarweiniol (PEIR), a fydd yn asesu effeithiau amgylcheddol tebygol y datblygiad arfaethedig, ynghyd â dogfennau technegol eraill y cyfeirir atynt isod yn adran tri. |

Gwybodaeth ategol ar gyfer ein gwaith hyd yma

Mae ein gwaith a'n hymgyngori hyd yma yn cael ei esbonio yn y dogfennau a ganlyn, sydd ar gael ar ein gwefan.

[Project Need Case, diweddarwyd yn Ionawr 2015](#)

– mae'n esbonio pam y mae angen Prosiect Cysylltiad Gogledd Cymru a'r gwaith y mae'n rhaid i ni ei wneud.

[Strategic Options Report, diweddarwyd yn Ionawr 2015](#)

– mae'n esbonio mwy am y cysylltiadau posibl rydym wedi eu hystyried, gan gynnwys cysylltiadau dros y tir ac o dan y môr.

[Wylfa-Pentir Initial Route Corridor Report, Hydref 2012](#)

– mae'n ystyried ac yn pennu'r coridorau llwybr uwch ben cychwynol posibl rhwng yr Wylfa a Phentir.

[Feedback Report, Mehefin 2014](#) – mae'n rhoi crynodeb o'r holl themâu a godwyd gan yr ymgynghoreion yn ystod ein hymgyngoriad cyntaf a'n hymateb ni iddynt.

[Summary of Key Project Changes and Updates, Ionawr 2015](#)

– mae'n esbonio'r newidiadau allweddol sydd wedi digwydd ers mis Hydref 2012 a arweiniodd at adolygu ein dewis strategol ac sydd bellach yn cael eu hadlewyrchu yn fersiwn Ionawr 2015 o'r Strategic Options Report.

[Wylfa-Pentir Preferred Route Corridor Selection Report, Hydref 2015](#)

– mae'n rhoi rhagor o wybodaeth am sut y gwnaethom ein penderfyniad am y coridor llwybr.

[Wylfa-Pentir Route Options Report, Hydref 2015](#)

– mae'n esbonio sut yr ydym wedi pennu'r llwybrau posibl ar gyfer y cysylltiad newydd.

[Stage 2 Consultation Feedback Report](#)

– mae'r adroddiad hwn yn nodi ein sylwadau ni ar yr ymateb a gafwyd i'r ail gyfnod ymgynghori yn 2015.

3 Ein Hymgyngghoriad Cymunedol yn Hydref 2016

3.1 Trosolwg

Mae ymgynghoriad cymunedol hydref 2016 yn ymgynghoriad statudol ar ein cynlluniau manwl ar gyfer y cysylltiad rhwng Wylfa Newydd ac is-orsaf Pentir.

Disgwyliwn mai hwn fydd yr ymgynghoriad olaf ar y cynlluniau cyflawn cyn i ni wneud cais am Orchymyn Caniatâd Datblygu (DCO). Yn dibynnu ar ganlyniadau'r ymgynghoriad hwn, lle bo'n briodol, byddwn yn ystyried a fydd angen ymgynghori eto.

Pwrpas yr ymgynghoriad yw helpu pobl sy'n byw yng nghyffiniau'r cynlluniau hyn i'w deall a beth y maent yn ei olygu i'r ardal leol. Mae hyn yn golygu y gallant gynnig sylwadau pellach a dylanwadu ar ddatblygu'r cynlluniau.

Mae'r adran hon yn sôn am yr hyn y byddwn yn ymgynghori arno, pryd a ble byddwn yn ymgynghori, y cymunedau y byddwn yn ymgynghori â nhw a'r gweithgareddau ymgynghori y byddwn yn eu cynnal gyda'r cymunedau hyn. Mae hyn yn cynnwys gwybodaeth am ein harddangosfeydd cyhoeddus a manau lle gall pobl weld dogfennau'r prosiect.

3.2 Beth rydym yn ymgynghori arno

Rydym yn gofyn am ymateb i bob agwedd ar ein cynlluniau ond, yn neilltuoel:

- ein holl gynlluniau o'r Wylfa i Bentir fel y nodir ar dudalen pump
- gwaith galluogi sy'n gysylltiedig â'r cynlluniau hyn, fel compowndiau adeiladu, addasiadau i'r ffyrdd a ffyrdd mynediad
- effeithiau amgylcheddol posibl ein cynlluniau ac a oes gan ymgynghoreion awgrymiadau ar gyfer lleihau'r effeithiau hyn (er enghraifft, trwy gymryd camau lliniaru)
- er nad yw ein gwaith yng Ngorllewin Gwynedd yn rhan o'n cais am Orchymyn Caniatâd Datblygu, rydym yn croesawu ymateb i'r gwaith hwn hefyd.

Bydd eich ymateb yn ein helpu i ddeall effeithiau ein gwaith ac i benderfynu ar ffyrdd posibl o'u lliniaru wrth ddatblygu dyluniad terfynol.

3.3 Pryd rydym yn ymgynghori

Rydym yn ymgynghori ar ein cynlluniau am 10 wythnos, rhwng 05 Hydref ac 16 Rhagfyr 2016.

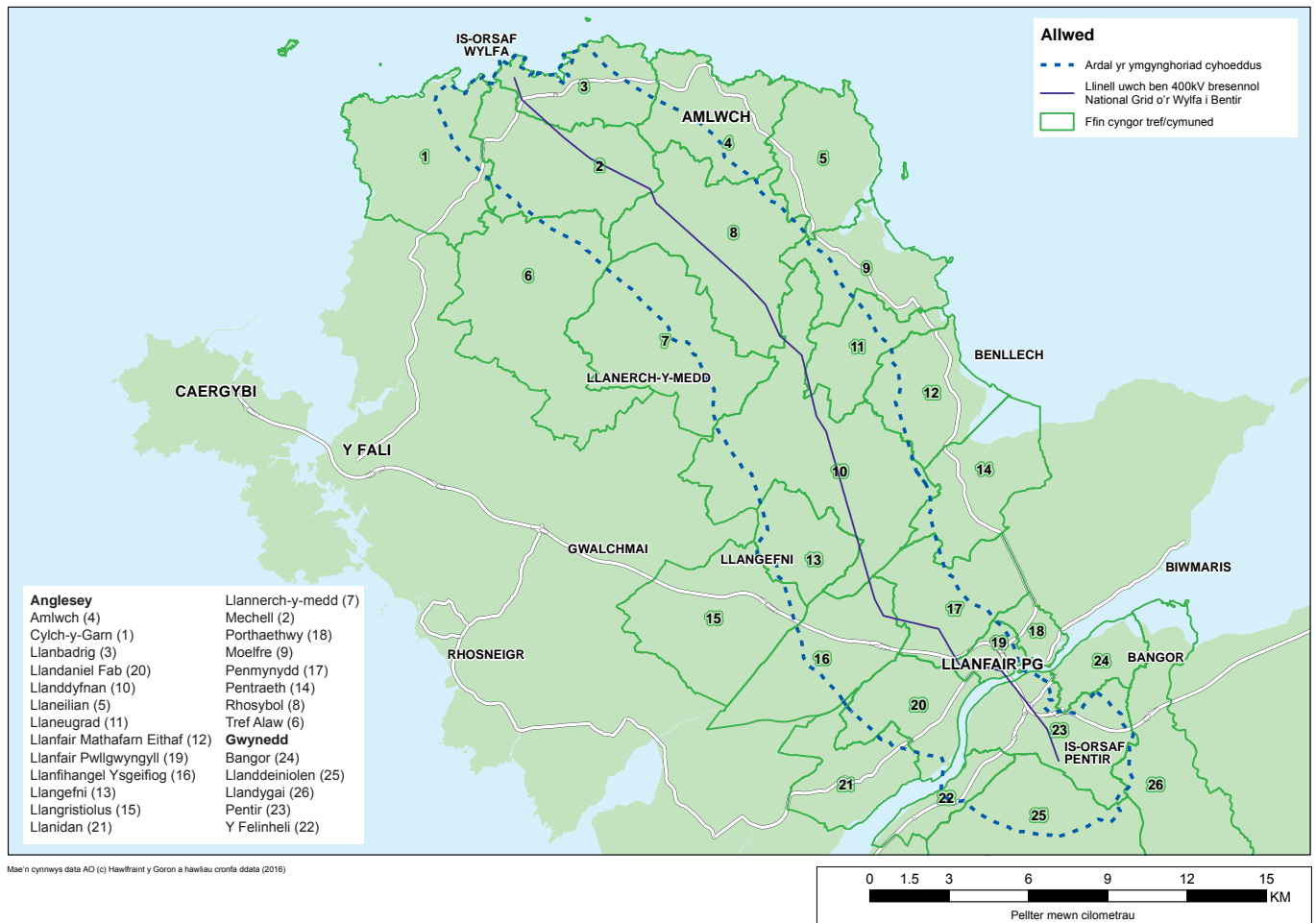
3.4 Ymhle rydym yn ymgynghori

Mae ein hardal ymgynghori'n adlewyrchu ein profiad o effeithiau posibl datblygiadau tebyg ac mae'n talu sylw i dopograffi penodol Ynys Môn a Gogledd Gwynedd. Mae'r rhan fwyaf o'r ardal yn ymestyn tua 3km ar y naill ochr a'r llall i'n cynlluniau ni. Mewn rhai ardaloedd, mae'n ymestyn y tu hwnt i hynny neu'n cael ei dwyn yn nes at ein cynlluniau er mwyn adlewyrchu amgylchiadau lleol penodol.

Mae ein gweithgareddau ymgynghori'n canolbwyntio ar yr ardal ymgynghori hon a byddwn yn ceisio cael pobl sy'n byw ac yn gweithio yn yr ardal ymgynghori i gymryd rhan. Mae hyn yn cynnwys anfon cylchlythyrau i dai a chynnal digwyddiadau cymunedol.

Fodd bynnag, rydym yn sylweddoli bod diddordeb eang yn ein cynlluniau. Er mwyn hyrwyddo ein cynlluniau yn ehangach, rydym yn cynnal gweithgareddau ymgynghori y tu allan i'r ardal ymgynghori, gan gynnwys digwyddiadau mewn cerbyd, hysbysebu'n lleol ac anfon datganiadau i'r wasg a'r cyfryngau.

Mae rhagor o wybodaeth am y ffordd yr ydym yn ymgynghori i'w gweld yn adran 3.6.



3.5 Â phwy rydym yn ymgynghori

Mae Deddf Cynllunio 2008 yn rhoi pwyslais ar bobl sy'n byw ger ardal y cynlluniau – pobl y gallai'r datblygiad effeithio arnynt yn barhaol a/neu dros dro, er enghraifft yn ystod y gwaith adeiladu. Mae Adran 47 o'r Ddeddf yn disgrifio'r rhain fel pobl sy'n byw yng nghyffiniau'r tir y mae'r cais arfaethedig yn ymwneud ag ef.

Datblygwyd ein hardal ymgynghori yn unol â'r gofynion hyn a byddwn yn ymgynghori â'r bobl a'r grwpiau isod. Nodir sut yr ydym yn ymgynghori â'r grwpiau hyn yn adran 3.6.

Cymunedau lleol

Cartrefi a busnesau yn ein hardal ymgynghori.

Cynrychiolwyr etholedig

Cynrychiolwyr etholedig y cymunedau hyn, gan gynnwys cynghorau tref a chymuned, cynghorwyr sir sydd â wardiau yn yr ardal ymgynghori, ACau, ASau ac ASEau.

Grwpiau anodd eu cyrraedd

Unigolion a grwpiau a all ei chael yn anodd cymryd rhan yn y broses ymgynghori am wahanol resymau. Yn eu plith mae:

- pobl Ifanc
- pobl sy'n gweithio llawn amser neu sydd â theuluoedd ifanc
- pobl sydd ag anabledd corfforol neu anhawster dysgu
- pobl nad yw'r Gymraeg na'r Saesneg yn iaith gyntaf iddynt
- pobl sy'n ymweld â'r ardal a thwristiaid.

Mae rhestr o'r grwpiau hyn i'w gweld yn Atodiad Un.

Grwpiau diddordeb lleol

Rydym wedi nodi nifer o grwpiau diddordeb lleol a all fod â diddordeb yn ein cynlluniau oherwydd eu maes gwybodaeth neu eu harbenigedd (fel grwpiau hanes/treftadaeth lleol, bywyd gwyllt, hamdden). Rydym wedi canfod y rhain trwy ein hymchwil ein hunain a thrwy ymatebion i'n hymgyngoriadau blaenorol. Rydym wedi ysgrifennu at y grwpiau hyn ar ddechrau'r ymgynghoriad i roi manylion ein cynlluniau a sut i gymryd rhan.

Mae rhestr o'r grwpiau hyn i'w gweld yn Atodiad Dau.

3.6 Sut y byddwn yn ymgynghori â chymunedau

Mae'r ymgynghoriad yn cynnwys cyfuniad o ddulliau cysylltu (yn cynnwys deunyddiau print a rhai digidol) ac mae iddynt elfen weledol gref i esbonio ein cynlluniau. Mae'n yn cynnwys diagramau, lluniau, ffeithluniau, ffotograffau a mapiau.

Mae'r deunyddiau'n canolbwyntio ar natur a maint ein cynlluniau (fel maint offer a gofynion adeiladu) er mwyn helpu pobl i ddeall eu heffeithiau posibl ac i ystyried ffyrdd y gellid lleihau'r effeithiau hyn. Maent yn nodi'n glir beth y mae'r ymgynghoriad cymunedol yn ei gynnwys, sut y bydd ymateb pobl yn ein helpu i ddatblygu ein cynlluniau a sut i gyflwyno sylwadau.

Dogfennau cymunedol

Rydym wedi darparu gwahanol ddogfennau i esbonio ein cynlluniau i gymunedau er mwyn iddynt ddeall eu heffeithiau a chyflwyno ymateb. Mae'r rhain mewn iaith glir, yn hawdd eu dilyn ac yn gwneud llawer o ddefnydd o graffeg a lluniau.

Mae lefel y manylion yn ein deunyddiau yn amrywio. Er mwyn helpu pobl i ddewis y dogfennau mwyaf addas ar eu cyfer o ran lefel y manylion, mae'r holl ddogfennau'n cyfeirio at ei gilydd ac yn nodi'n glir pa ddogfennau i'w darllen os hoffech gael rhagor o fanylion.

Mae'r holl ddeunyddiau hyn ar gael yn y Gymraeg a'r Saesneg.

Maent yn cynnwys cyfuniad o:

- **cylchlythyr:** caiff hwn ei bostio i gyfeiriadau yn yr ardaloedd lle rydym yn ymgynghori. Bydd yn cynnwys map mawr o'r cynlluniau ac yn dweud sut i gyflwyno'ch ymateb
- **trosolwg:** crynodeb annhechnegol o'r cynlluniau a rhagor o wybodaeth am yr offer y bydd arnom eu hangen a'r seilwaith y bwriadwn ei adeiladu. Bydd hefyd yn cynnwys gwybodaeth am y ffordd y mae'r ymateb i'n hymgyngori hyd yma wedi dylanwadu ar ddatblygiad ein cynlluniau
- **dogfen holi ac ateb:** cwestiynau am ein cynlluniau a'n hatebion ni iddynt
- **ffurflen ymateb:** holiadur i gasglu barn pobl am ein cynlluniau a'r ymgynghoriad rydym yn ei gynnal. Bydd croeso i bobl ymateb i'r ymgynghoriad trwy ysgrifennu llythyr neu neges ebost hefyd
- **ffotogyfosodiadau:** nifer o ffotogyfosodiadau yn dangos lleoliad a maint arfaethedig y seilwaith wrth edrych o wahanol fannau. Bydd y rhain ar gael ar gof bach USB, neu gallwch eu gweld yn ein digwyddiadau ymgynghori ac ar ein gwefan

Deunyddiau ychwanegol

- **Gwefan** – mae gwefannau Cymraeg a Saesneg y prosiect wedi eu diweddarau i esbonio'r cynlluniau diweddaraf, gan ddefnyddio graffeg, darluniau, ffotogyfosodiadau a ffotograffau i ddisgrifio ein gwaith.

Bydd map y gellir ei chwilio yn ôl cod post ar gael i'w gwneud yn hawdd i bobl ganfod eu heiddo mewn perthynas â'n cynlluniau a bydd ffurflen adborth ar-lein ar gael hefyd. Mae modd lawrlwytho ein holl ddeunyddiau cymunedol a thechnegol, yn ogystal â mapiau.

Mae'r casgliad lluniau ar-lein yn cynnwys lluniau o wahanol fathau o offer y gellid eu defnyddio yn y prosiect. Mae ynddo enghreifftiau o seilwaith a welir mewn rhannau eraill o Brydain a lluniau i gyfleu'r gwaith adeiladu. Mae'r casgliad lluniau'n helpu pobl i weld sut y bydd ein hoffer yn edrych ac mae'n rhoi rhagor o wybodaeth am yr offer a'r gofynion adeiladu.

- **Cyfrngau cymdeithasol** – bydd gwybodaeth am yr ymgynghoriad yn cael ei chyhoeddi yn Gymraeg a Saesneg drwy gyfrif Twitter y Prosiect (@NGNorthWales). Yn ystod yr ymgynghoriad, mae'n debygol y byddwn yn trydar o leiaf bob dydd, gyda newyddion a nodiadau i'ch atgoffa lle cynhelir digwyddiadau, pryd mae dyddiadau cau a gwybodaeth bwysig arall.
- **Delweddu 3D** – rydym wedi delweddu ein cynlluniau yn ddigidol gan ddangos sut y byddant yn edrych yn y dirwedd, a galluogi pobl i'w gweld o wahanol safbwyntiau. Bydd hyn i'w weld yn ein digwyddiadau cymunedol a'n digwyddiadau yn y cerbyd yn unig (gan fod angen offer arbenigol).
- **Ffilmiau gyrru trwy'r llwybr** – mae'r ffilmiau byr hyn yn defnyddio delweddu 3D i deithio trwy rannau o'r llwybr. Mae llais yn esbonio'r cynlluniau, y penderfyniadau a wnaethom a'r ffactorau a ystyriwyd gennym.
Mae'r ffilmiau i'w gweld ar wefan y prosiect, yn ein digwyddiadau cymunedol a'r digwyddiadau yn y cerbyd, a byddant yn cael eu rhannu ar y cyfrngau cymdeithasol.
- **Ffilmiau tîm y prosiect** – yn y ffilmiau byrion hyn mae aelodau o dîm y prosiect yn siarad mewn iaith ddealladwy am eu harbenigedd. Maent yn hawdd eu dilyn a'r bwriad yw helpu'r cyhoedd i ddeall yn well beth y mae National Grid yn ei wneud yn y gogledd.
Mae'r ffilmiau ar gael ar wefan y prosiect, yn ein digwyddiadau cymunedol a'r digwyddiadau yn y cerbyd, a byddant yn cael eu rhannu ar y cyfrngau cymdeithasol.

- **Cof bach USB** – bydd fersiynau digidol o'n deunyddiau cymunedol a'n dogfennau technegol ar gael ar gof bach USB yn ein digwyddiadau ymgynghori, mewn canolfannau cyfeirio a gan ein tîm cysylltiadau cymunedol. Byddwn yn nodi yn ein cylchlythyr bod y cofau bach ar gael.

Lleoliadau digwyddiadau, gwybodaeth a chanolfannau cyfeirio

Rydym wedi trefnu nifer o weithgareddau lle caiff pobl gyfarfod â'n tîm a/neu gasglu gwybodaeth mewn canolfannau sy'n agos at ardal ein cynlluniau. Mae lleoliadau'r holl weithgareddau hyn wedi'u cyhoeddi ar ddechrau'r ymgynghoriad yn y deunyddiau cymunedol uchod.

Byddwn yn trefnu digwyddiadau cymunedol yn y pentrefi a'r trefi agosaf at y cynlluniau. Byddwn hefyd yn mynd ati i gysylltu â phobl sy'n mynd o gwmpas eu bywyd o ddydd i ddydd, gan helpu pobl sydd heb lawer o amser rhydd (fel teuluoedd neu bobl sy'n gweithio) i gymryd rhan yn yr ymgynghoriad.

Digwyddiadau cymunedol – digwyddiadau mewn neuaddau cymuned yn y trefi a'r pentrefi agosaf at y cynlluniau (mae'r lleoliadau, y dyddiadau a'r amserau i'w gweld isod). Bydd aelodau o wahanol rannau o dîm prosiect National Grid, fel gwaith adeiladu, yr amgylchedd, tiroedd a pheirianeg, wrth law. Byddwn yn defnyddio dulliau 'dangos a dweud' gyda dyfeisiau rhyngweithiol fel delweddu 3D a phensetiau rhithwir yn ogystal â phaneli arddangos, enghreifftiau o offer, mapiau a phortffolios lluniau.

| Dyddiad y digwyddiad | Cyfeiriad | Amser |
|----------------------------|--|-------------------|
| Dydd Mercher 26 Hydref | Neuadd Bentref Talwrn, LL77 7ST | 1.30pm- 7.30pm |
| Dydd Gwener 28 Hydref | Ysgol Llanfairpwll, Ffordd Caergybi, LL61 5TX | 1.30pm- 7.30pm |
| Dydd Gwener 04 Tachwedd | Gwesty Tre-Ysgawen, Capel Coch, LL77 7UR | 1.30pm- 7.30pm |
| Dydd Sadwrn 05 Tachwedd | Neuadd Gymuned Ysgol Rhosybol, LL68 9PP | 10am- 4pm |
| Dydd Sadwrn 12 Tachwedd | Ysgol Gymuned Llanfechell, LL68 0SA | 10am- 4pm |
| Dydd Mawrth 15 Tachwedd | Neuadd y Penrhyn, Tan y Fynwent, Bangor, LL57 1NW | 1.30pm- 7.30pm |

Digwyddiadau yng nghanolbwyntio ar lefydd poblog y mae pobl yn mynd iddynt yn rheolaidd fel rhan o'u bywyd bob dydd. Byddant yn para am ddwy awr neu dair yn ystod adegau prysuraf y dydd. Bydd dau neu dri aelod allweddol o dîm prosiect National Grid ar gael i roi rhagor o wybodaeth ac i ateb cwestiynau pobl.

Cewch weld copiâu o'n deunyddiau, mapiau a lluniau mawr a gweld ffilmau'r prosiect. Bydd cyfle i ddilyn y llwybr trwy ein cynllun delweddu 3D a gweld sut y gallai'r cynlluniau edrych yn y dirwedd.

| Dyddiad y digwyddiad | Cyfeiriad | Amser |
|-----------------------------|--|-------------------|
| Dydd Iau 27 Hydref | Maes parcio Lôn Glascoed, Cemaes, LL67 0HN | 12pm- 2.30pm |
| Dydd Sadwrn 29 Hydref | Maes parcio Llys Menai, Ffordd y Ffair, Porthaethwy, LL59 5QW | 12pm- 2.30pm |
| Dydd Mawrth 01 Tachwedd | Maes parcio Caffi Stesion y Llan, Llannerch-y-medd, LL71 8EU | 12pm- 2.30pm |
| Dydd Iau 03 Tachwedd | Maes parcio Lôn y Felin, Llangefni, LL77 7RT | 12pm- 2.30pm |
| Dydd Mawrth 08 Tachwedd | Tŷ Menai, Lleoliad Busnes Parc Menai, LL57 4HJ | 11am- 1pm |
| Dydd Mawrth 08 Tachwedd | Maes parcio Pringles, Llanfairpwll, LL61 5UJ | 2.30pm- 4.30pm |
| Dydd Mercher 09 Tachwedd | Maes parcio'r Co-op, Amlwch, LL68 9AL | 12pm- 2.30pm |
| Dydd Iau 10 Tachwedd | Maes parcio Lôn y Felin, Llangefni, LL77 7RT | 12pm- 2.30pm |
| Dydd Gwener 11 Tachwedd | Maes parcio Tesco Extra, Bangor, LL57 4SU | 12pm- 2pm |

Gwib-ddigwyddiadau – mae'r digwyddiadau hyn yn gyfle i ddysgu mwy am y prosiect a sut y gall pobl gymryd rhan yn yr ymgynghoriad.

Bydd y digwyddiadau'n gyfle i weld deunyddiau cymunedol, mapiau a phortffolio o luniau. Bydd dau neu dri aelod allweddol o dîm prosiect National Grid ar gael i roi rhagor o wybodaeth ac i ateb cwestiynau.

| Dyddiad y digwyddiad | Cyfeiriad | Amser |
|-----------------------------|--|-------------------|
| Dydd Mercher 02 Tachwedd | Pontio, Prifysgol Bangor, LL57 2TQ | 2pm- 4.30pm |
| Dydd Mercher 09 Tachwedd | Galeri Caernarfon, Doc Fictoria, LL55 1SQ | 5.30pm- 7.30pm |
| Dydd Iau 10 Tachwedd, | Canolfan Hamdden David Hughes, Porthaethwy, LL59 5SS | 5pm- 7.30pm |
| Dydd Gwener 11 Tachwedd | Canolfan Hamdden Plas Arthur, Llangefni, LL77 7QX | 4pm- 6.30pm |

■ **Ymholiadau a gwybodaeth** – mae gennym linell ymholiadau rhadffôn yn Gymraeg a Saesneg (9am-5pm o ddydd Llun i ddydd Gwener) ac mae gwasanaeth peiriant ateb ar gael y tu allan i'r oriau hyn ac ar wyliau banc. Bydd cyfeiriadau ebost arbennig a chyfeiriad rhadfbost ar gael hefyd (manylion ar y clawr ôl).

■ **Canolfannau gwybodaeth** – mae nifer o fannau gwybodaeth ar gael mewn lleoedd sy'n denu nifer fawr o bobl ac sy'n agored i'r cyhoedd, fel neuaddau cymunedol a llyfrgelloedd, yn yr ardal. Bydd standiau'n dal copïau o'n deunyddiau cymunedol (cylchlythyrau, trosolwg, taflenni holi ac ateb, ffurflen ymateb) y cewch fynd â nhw adre gyda chi, yn ogystal â manylion cysylltu'r prosiect. Mae'r lleoliadau a'r amserau agor yn atodiad tri.

| | |
|-----------------|----------------|
| Ynys Môn | Llangefni |
| Amlwch | Penmynydd |
| Biwmares | Porthaethwy |
| Bryn-teg | Rhosybol |
| Caergybi | |
| Cemaes | Gwynedd |
| Gaerwen | Bangor |
| Llandegfan | Caernarfon |
| Llanfechell | Rhiwlas |

■ **Canolfannau cyfeirio** – bydd ein deunyddiau cymunedol, mapiau, adroddiadau manwl a phlaniau ar gael i'r cyhoedd mewn rhai llyfrgelloedd a lleoliadau dinesig addas yn yr ardal ymgynghori, neu gerllaw iddi, ac yn swyddfeydd y cyngor. Byddant yn y manau isod yn ystod yr ymgynghoriad.

Mae'r lleoliadau a'r amserau agor i'w gweld yn atodiad tri.

| | |
|-----------------|----------------|
| Ynys Môn | Porthaethwy |
| Amlwch | Cemaes |
| Benllech | |
| Biwmares | Gwynedd |
| Caergybi | Bangor |
| Llangefni | Caernarfon |

Cyhoeddusrwydd

Er mwyn sicrhau bod pobl yn ymwybodol o'n hymgynghoriad cymunedol, dyddiadau, lleoliadau ac amseroedd y digwyddiadau, a sut i gyflwyno ymateb, byddwn yn rhoi cyhoeddusrwydd iddo fel a ganlyn:

■ **Cylchlythyr drwy'r post** – rydym wedi anfon cylchlythyr i gartrefi a busnesau yn ein hardal ymgynghori.

■ **Hysbysebu** – byddwn yn hysbysebu mewn papurau lleol fel y Daily Post, yr Holyhead & Anglesey Mail a'r North Wales Chronicle. Bydd gennym hysbysebion Cymraeg yn Golwg hefyd. Byddwn yn hysbysebu'n ddigidol gan fod hynny'n cyrraedd mwy o bobl ac yn para'n hirach. Bydd gennym hysbysebion print yn ogystal â gweithgarwch ar-lein yn ystod yr ymgynghoriad. Byddwn yn hysbysebu ar-lein ac mewn print ar yr adegau isod: dechrau'r ymgynghoriad, ychydig cyn dechrau ein digwyddiadau ac ychydig cyn diwedd yr ymgynghoriad er mwyn atgoffa pobl o'r dyddiad cau.

Trwy hysbysebu yn y wasg leol, byddwn yn ceisio codi ymwybyddiaeth o'r ymgynghoriad y tu allan i'r ardal ymgynghori hefyd.

■ **Datganiadau i'r wasg a'r cyfryngau** – byddwn yn anfon datganiadau i amrywiaeth eang o gyfryngau lleol a rhanbarthol yn tynnu sylw at gerrig milltir yn yr ymgynghoriad (er enghraifft, lansio'r ymgynghoriad, wythnos cyn diwedd yr ymgynghoriad). Bydd hyn yn cynnwys papurau lleol, papurau bro, a gorsafodded teledu a radio.

■ **Posteri** – anfonwyd posteri'n cyhoeddi dyddiadau'r ymgynghoriad a lleoliadau'r digwyddiadau at gynghorau cymuned a chynghorau tref ac i ganolfannau fel neuaddau pentref gan ofyn iddynt eu harddangos. Paratowyd posteri yn y Gymraeg a'r Saesneg.

■ **Hysbysiadau drwy neges destun** – bydd pawb sydd wedi cofrestru ar gyfer ein gwasanaeth negeseuon testun yn cael hysbysiadau yn Gymraeg ac yn Saesneg. Bydd y negeseuon testun yn ffordd o atgoffa am yr ymgynghoriad, dyddiadau, lleoliadau a hysbysiadau eraill i ddefnyddwyr cofrestredig. Gall pobl gofrestru gyda ni drwy anfon neges destun NGCYM i 80800.

■ **Negeseuon ebost i danysgrifwyr ar y wefan** – bydd pawb sydd wedi cofrestru i gael negeseuon ebost yn cael negeseuon yn Gymraeg ac yn Saesneg. Mae'r negeseuon ebost yn rhoi manylion yr ymgynghoriad a dolenni i ddeunyddiau, negeseuon atgoffa am ddyddiadau, lleoliadau a hysbysiadau eraill. Gall pobl gofrestru i gael newyddion trwy'r ebost ar ein gwefan www.cysylltiadgogleddcymru.com

- **Twitter** – bydd manylion am yr ymgynghoriad, lle i gael gwybodaeth, a manylion a dyddiadau digwyddiadau yn cael eu trydar yn aml o gyfrif twitter y Prosiect, @NGNorthWales.

Adroddiadau technegol

Rydym wedi paratoi nifer o ddogfennau technegol i esbonio'n cynlluniau. Mae'r rhain yn ddogfennau cynllunio manwl wedi eu hysgrifennu gan arbenigwyr i esbonio'r penderfyniadau a wnaed a sut mae asesiadau technegol wedi llywio'r penderfyniadau hyn. Oherwydd natur y dogfennau hyn, dim ond yn Saesneg y byddant ar gael.

Mae'r dogfennau hyn ar gael ar ein gwefan, mewn canolfannau cyfeirio a digwyddiadau (a ddisgrifir uchod) ac ar gof bach USB.

Mae'r adroddiadau technegol yn cynnwys:

- **Preliminary Environmental Information Report (PEIR):** mae ein cynlluniau'n cyfrif fel datblygiad asesu effeithiau amgylcheddol at ddibenion Rheoliadau Cynllunio Seilwaith (Asesu Effeithiau Amgylcheddol) 2009 (fel y'u diwygiwyd). Mae hyn yn golygu bod angen i ni baratoi datganiad amgylcheddol ochr yn ochr â'n cais am DCO.

Rydym eisoes wedi casglu llawer o wybodaeth am effeithiau amgylcheddol tebygol ein cynlluniau. Cyflwynir yr wybodaeth hon mewn Adroddiad Gwybodaeth Amgylcheddol Rhagarweiniol (PEIR). Bydd yr adroddiad hwn yn cyflwyno ein hasesiadau cychwynnol o natur a maint effeithiau amgylcheddol tebygol ein cynlluniau.

- **Preferred Route Option Selection Report:** i esbonio sut y dewiswyd y llwybr posibl a ffefrir.
- **Draft Route Alignment Report:** i esbonio sut y dewiswyd aliniad y llwybr a ffefrir.
- **Menai Strait Crossing Report:** i esbonio'r dewisiadau a ystyriwyd ar gyfer croesi Afon Menai, sut yr aseswyd y dewisiadau a sut y dewiswyd y dull a ffefrir. Bydd yn cynnwys gwybodaeth am leoliad compowndiau pennau selio a gwaith ategol arall y maei angen ei wneud wrth newid o linellau uwch ben i rai tanddaear, ynghyd â'r ddau ddarn o linell uwch ben sy'n cysylltu â'r compowndiau pennau selio.

Grwpiau anodd eu cyrraedd

Rydym wedi gweithio'n galed i sicrhau bod ein hymgynghoriad ar gael i bawb ac mae hyn wedi chwarae rhan bwysig wrth i ni gynllunio'n gweithgareddau. Dewiswyd lleoliadau, dyddiadau ac amserau ein digwyddiadau fel y gall pob math o bobl ddod yno.

Rydym yn cynnal digwyddiadau fel y gall grwpiau o bobl sy'n brin o amser – fel pobl sy'n gweithio llawn amser neu rai â theuluoedd ifanc – gymryd rhan yn yr ymgynghoriad wrth fynd o gwmpas eu gweithgareddau bob dydd.

Mae holl ddogfennau'r prosiect a ffilmau/lluniau ategol (gweler uchod) ynghyd â ffurflen ymateb ar-lein i'w gweld ar wefan y prosiect. Cynlluniwyd y wefan er mwyn sicrhau bod pobl sy'n methu dod i'r digwyddiadau yn dal yn gallu cymryd rhan yn yr ymgynghoriad.

Grwpiau eraill sy'n anodd eu cyrraedd

Rydym yn sylweddoli hefyd bod gan rai unigolion neu grwpiau ofynion penodol ar gyfer cymryd rhan yn yr ymgynghoriad. Rydym wedi bod yn cydweithio â Chyngor Sir Ynys Môn a Chyngor Gwynedd i ganfod cyrff sy'n cynrychioli'r bobl hyn.

Rydym wedi ysgrifennu at y cyrff hyn i roi gwybodaeth am y cynlluniau a sut i gymryd rhan. Byddwn yn gofyn a hoffent gael gweithgareddau ymgynghori penodol ar gyfer eu haelodau nhw yn ogystal â'r gweithgareddau rydym eisoes wedi'u trefnu. Bydd ceisiadau am weithgareddau penodol yn cael eu cynllunio a'u cytuno gyda'r corff sy'n gofyn amdanynt er mwyn ateb gofynion yr aelodau.

Caiff ein holl ddeunyddiau cymunedol eu cyhoeddi mewn print bras a byddwn yn darparu fersiwn sain o gylchlythyr y prosiect ar y cyd â'r RNIB ac yn ei ddsbarthu i'w haelodau.

Pobl sy'n ymweld â'r ardal a thwristiaid

Byddwn yn gofyn i ganolfannau croeso lleol gadw gwybodaeth am yr ymgynghoriad. Gallai fod yn fan gwybodaeth, gallai ddangos posteri, cyflenwi deunyddiau neu gyfuniad o'r rhain. Cytunir ar y manylion gyda phob lleoliad yn unol â'u gofynion nhw a'r lle sydd ar gael.

Byddwn yn ysgrifennu at fusnesau perthnasol hefyd (fel atyniadau ymwelwyr, gwestai, tai llety a pharciau carafannau yn yr ardal ymgynghori) i roi manylion yr ymgynghoriad a sut i gymryd rhan. Byddwn yn gofyn a ydynt yn fodlon cadw nifer o ddeunyddiau'r ymgynghoriad (fel cylchlythyrau a phosteri) i ymwelwyr gael eu gweld yn ystod yr ymgynghoriad. Byddem yn cytuno ar faint o ddefnyddiau a pha fath gyda phob busnes yn ôl eu gofynion.

Ceisiadau am ddogfennau

Rydym yn barod i ymateb i geisiadau rhesymol am ragor o gopiau o ddogfennau. Bydd copïau o'r dogfennau, y planiau, y mapiau a'r wybodaeth amgylcheddol ragarweiniol i'w cael am ddim oddi wrth National Grid ar ffurf ddigidol ar gof bach USB. Edrychir yn unigol ar bob cais am gopiau caled. Gellir codi tâl rhesymol am gopïo (hyd at uchafswm o £500 am un set gyfan o ddogfennau) i'w dalu gan y derbynnydd ymlaen llaw.

Ymgynghoriadau datblygwyr eraill

Mae nifer o sefydliadau eraill wrthi'n datblygu cynlluniau yn yr ardal gan gynnwys Pŵer Niwclear Horizon, a ffermydd gwynt Greenwire ar y tir a Codling Park ar y môr.

Gwyddom fod Pŵer Niwclear Horizon yn ymgynghori rhwng 31 Awst a 25 Hydref ac y bydd peth gorgyffwrdd â'n hymgynghoriad ni. Byddwn yn cydweithio'n agos â Horizon i sicrhau bod y ddau ymgynghoriad yn cael eu cydlynu a bod aelodau'r cyhoedd yn cael gwybod yn glir beth yw cwmpas a chyd-destun y naill a'r llall. I gefnogi hyn, ar sail y dyddiadau uchod, byddwn yn:

- Sicrhau bod penawdau am ymgynghoriad Horizon ar gael yn ein digwyddiadau ni a chyfeiriadau ato yn ein deunyddiau ymgynghori ni ac ar-lein, gan esbonio sut y gall pobl ddysgu mwy a chymryd rhan yn ymgynghoriad Horizon
- Aros tan i ymgynghoriad Horizon gau cyn dechrau cynnal ein digwyddiadau ni
- Ceisio peidio â chyhoeddi datganiadau i'r wasg a hysbysebion ar yr un pryd â Horizon a byddwn yn dweud wrthynt am ddyddiadau allweddol yn ein hymgynghoriad ni
- Sicrhau bod unrhyw ymateb i gynlluniau Horizon a gyflwynir i'n prosiect ni yn cael ei drosglwyddo i'w tîm cysylltiadau cymunedol nhw.

4 Cyflwyno Ymateb a Beth sy'n Digwydd Nesaf

4.1 Sut i gyflwyno ymateb

Mae ymateb pobl i'r ymgynghoriad yn bwysig wrth i ni ddatblygu ein cynlluniau ac er mwyn ein helpu i ddeall effeithiau ein cynlluniau fel y gallwn fanteisio ar gyfleoedd i'w lliniaru.

Rydym yn ymgynghori ar ein cynlluniau am ddeg wythnos, rhwng 05 Hydref ac 16 Rhagfyr.

Mae sawl ffordd o gyflwyno ymateb ac rydym yn croesawu sylwadau Cymraeg neu Saesneg. Gall pobl ymateb mewn ysgrifan gan ddefnyddio unrhyw un o'r dulliau isod.

- **Ysgrifennu** – i'n cyfeiriad Rhadbost: FREEPOST National Grid NW Connection
- **Trwy'r ebost** – at nationalgrid@cysylltiadgogleddcymru.com
- **Ffurflen ymateb** – bydd y rhain ar gael yn ein digwyddiadau ymgynghori, canolfannau gwybodaeth, ar-lein yn www.cysylltiadgogleddcymru.com neu wrth holi ein tîm cysylltiadau cymunedol.

Bydd pawb sy'n cyflwyno eu sylwadau i ni (ac yn nodi eu manylion cyswllt) yn cael cydnabyddiaeth bod eu hymateb wedi dod i law ac esboniad ynghylch yr hyn fydd yn digwydd nesaf.

Er bod ein tîm yn gwneud crynodeb ysgrifenedig o'r themâu a'r materion a godir yn ein digwyddiadau, ni allwn ddefnyddio sgysiau fel ymateb ffurfiol. Gofynnir i bawb sy'n cymryd rhan yn yr ymgynghoriad i gyflwyno'u sylwadau mewn ysgrifan. Os bydd rhywun yn methu cyflwyno ymateb mewn ysgrifan, er enghraifft oherwydd anawsterau llythrennedd, byddwn yn ystyried unrhyw weithgareddau penodol yn unigol ac yn cytuno ar yr hyn sy'n diwallu anghenion yr unigolyn orau.

4.2 Beth sy'n digwydd i'ch ymateb chi?

Byddwn yn dadansoddi'r holl ymateb ac yn adolygu ein cynlluniau yng ngoleuni'r wybodaeth a gawsom.

Ar ôl adolygu ein cynlluniau yn dilyn yr ymgynghoriad, byddwn yn asesu a yw ein gwaith yn barod i'w gyflwyno. Ar ôl yr ymgynghoriad, efallai y byddwn yn cynnal rhagor o arolygon ac asesiadau ac, os bydd angen gwneud newidiadau sylweddol i'n cynlluniau, byddwn yn ymgynghori ar y newidiadau hyn.

Byddwn yn cyflwyno adroddiad ar yr ymgynghoriad gyda'n cais am DCO. Bydd hwnnw'n nodi sut yr ydym wedi ystyried yr holl ymateb a gawsom a thalu sylw iddo. Bydd yn esbonio sut y mae'r sylwadau a gawsom gan aelodau'r cyhoedd a rhanddeiliaid technegol wedi llywio'n gwaith a dylanwadu arno. Bydd hwn ar gael i'r cyhoedd.

5 Ymgynghori yn ychwanegol at yr Ymgynghori Cymunedol

Yn ychwanegol at yr ymgynghoriad cymunedol, mae Deddf Cynllunio 2008 hefyd yn ei gwneud yn ofynnol i ni ymgynghori â nifer o grwpiau eraill. Diffinnir y rhain fel a ganlyn, ac maent yn cynnwys, er enghraifft, awdurdodau lleol perthnasol, arbenigwyr technegol (fel Cyfoeth Naturiol Cymru a Cadw), tirfeddianwyr mawr (fel y Weinyddiaeth Amddiffyn neu Ystadau'r Goron), awdurdodau trafnidiaeth a gwasanaethau brys.

5.1 Ymgylgoreion ychwanegol

Adran 42 (1) (a): ymgylgoreion rhagnodedig

- Cyrff rhagnodedig fel y'u rhestrir yn Atodlen 1 o'r Rheoliadau Cynllunio Seilwaith (Ceisiadau: Ffurflenni a Gweithdrefn Rhagnodedig) 2009 (fel y'u diwygiwyd)
- Ymhlith eraill, mae'r cyrff rhagnodedig y dylid ymgynghori â nhw'n cynnwys yr holl gynghorau cymuned yn yr ardal lle mae'r cynigion wedi eu lleoli, a chynghorau cyfagos

Adran 42 (1) (b) ac Adran 43: awdurdodau lleol fel y'u disgrifir yn y Ddeddf

- Awdurdodau lleol, fel y'u diffinnir dan Adran 43, gan gynnwys y rhai y mae'r cynlluniau wedi eu lleoli yn eu hardal, ac awdurdodau lleol cyfagos
- Byddwn hefyd yn ymgynghori â'r adrannau perthnasol yn Llywodraeth Cymru

Adran 42 (1) (d) ac Adran 44: y rhai sydd â buddiannau yn y tir y mae'r cais arfaethedig yn ymwneud ag ef (e.e. perchnogaeth, tenantiaeth a/ neu fuddiannau eraill)

- Pob un a nodwyd fel un sydd â buddiant yn y tir y mae'r cynlluniau'n ymwneud ag ef, yn un neu ragor o'r categorïau a nodir yn Adran 44

Ar yr un pryd â'n hymgyngoriad cymunedol ni, byddwn yn ymgynghori â'r ymgylgoreion hyn yn uniongyrchol, a byddwn yn eu gwahodd nhw i roi sylwadau ar ein cynlluniau yn ystod yr ymgynghoriad. Yna byddwn yn ystyried eu hymateb ochr yn ochr â'r ymateb a gawn gan y cyhoedd.

6 Gwaith ychwanegol yng Ngorllewin Gwynedd: Gwaith y mae angen ei wneud i atgyfnerthu'r rhwydwaith trydan presennol

Yn ogystal â'n cynlluniau ar gyfer y cysylltiad rhwng yr Wylfa a Phentir, rydym yn bwriadu gwneud gwaith ychwanegol i atgyfnerthu'r rhwydwaith a sicrhau bod pŵer o safleoedd cynhyrchu newydd carbon isel fel Wylfa Newydd a ffermydd gwynt Greenwire a Codling Park yn gallu cael ei ddarparu yn lleol a'r tu hwnt.

Nid yw'r gwaith yng Ngorllewin Gwynedd yn rhan o'n cais am Orchymyn Caniatâd Datblygu a bydd yn gorfod mynd trwy broses ganiatâd arall. Fodd bynnag, er mwyn sicrhau ein bod yn rhoi darlun cyflawn o'n cynlluniau ar gyfer ardal ehangach i'r cymunedau lleol, rydym yn cyflwyno gwybodaeth sy'n berthnasol i'r elfennau eraill hyn o'n gwaith yn yr ymgynghoriad hwn. Byddwn yn cynnal ymgynghoriad ar wahân ar y gwaith hwn, yn unol â'r ddeddfwriaeth berthnasol.

6.1 Cynlluniau National Grid yng Ngorllewin Gwynedd

Bydd y gwaith yng Ngorllewin Gwynedd yn atgyfnerthu'r rhwydwaith ac yn sicrhau bod pŵer o safleoedd cynhyrchu newydd carbon isel fel Wylfa Newydd a ffermydd gwynt Greenwire a Codling Park yn gallu cael ei ddarparu yn lleol a'r tu hwnt. Bydd hyn yn cynnwys:

- is-orsaf newydd ger Bryncir i ddarparu trydan i'r rhwydwaith dosbarthu lleol
- uwchraddio'r ceblau tanddaear presennol yn Aber Afon Glaslyn
- gwneud mân waith yn ein his-orsaf bresennol yn Nhrawsfynydd
- efallai y gwneir gwaith adnewyddu ar y llinell uwch ben bresennol rhwng Pentir a Thrawsfynydd.

Disgrifir y gwaith yn yr ardal hon yn y dogfennau hyn sydd ar gael ar ein gwefan:

- **West Gwynedd Substation Siting Study** – mae'n archwilio ac yn pennu opsiynau addas ar gyfer safle is-orsaf yng Ngorllewin Gwynedd.
- **Glaslyn Estuary Route Corridor Report** – mae'n edrych ar ein dewis cychwynnol o gael cysylltiad tanddaear, ac yn pennu coridor llwybr arfaethedig ac aliniad llwybr posibl yn aber afon Glaslyn.

6.2 Y broses gynllunio ar gyfer cynlluniau National Grid

Mae angen i'r gwaith hwn yng Ngorllewin Gwynedd fod yn barod erbyn 2020 ar gyfer cysylltu ffermydd gwynt Greenwire a Codling Park ac erbyn 2025 ar gyfer cysylltiad Wylfa Newydd.

Gan fod angen cysylltu'r ffermydd gwynt cyn Wylfa Newydd, mae'r gwaith hwn yn cael ei sbarduno gan y ffermydd gwynt ac nid yw'n rhan o brosiect cysylltu Wylfa Newydd.

Gall fod angen caniatâd ar gyfer peth o'r gwaith hwn o dan Ddeddf Cynllunio Gwlad a Thref 1990.

6.3 Ymgynghori yng Ngorllewin Gwynedd

Pan fydd y cynlluniau, y broses gynllunio a'r amserlenni ar gyfer yr elfen hon o'r gwaith yn fwy pendant, byddwn yn cysylltu â'r cymunedau yn yr ardaloedd y gallai'r gwaith effeithio arnynt a'u cynrychiolwyr etholedig. Byddwn yn paratoi strategaeth ymgynghori fel y bydd cymunedau y gallai'r gwaith effeithio arnynt yn gwybod sut y gallant gymryd rhan a dweud eu dweud.

6.4 Cynlluniau Greenwire a Codling Park

Bydd Greenwire a Codling Park yn gyfrifol am ddatblygu'r ffordd fwyaf priodol o gysylltu eu ffermydd gwynt nhw ag is-orsaf Pentir. Bydd sut y caiff hyn ei wneud ac unrhyw gynlluniau ar gyfer ymgynghori yn cael eu datblygu ar y cyd â Chyngor Gwynedd ac yn cael eu cyflawni gan y datblygwyr hyn.

7 Atodiadau

7.1 Atodiad Un – Grwpiau Anodd eu Cyrraedd

Grwpiau Anodd eu Cyrraedd Ynys Môn

Ynys Môn County Federation of Young Farmers

Digartref Ynys Môn

Llais Ni

Anglesey Federation of Women's Institutes

Careers Wales

Ysgol David Hughes

Ysgol Gyfun Llangefni

Ysgol Syr Thomas Jones

Ysgol Uwchradd Caergybi

Ysgol Uwchradd Bodedern

Age Cymru Gwynedd a Môn

Anglesey Agewell

Job Centre Plus

Citizens Advice Bureau

Anglesey Communities First

Grŵp Cynefin

Tai Gogledd Cymru/North Wales Housing

North Wales Society for the Blind

RNIB Cymru

Ynys Môn Riding for the Disabled

Merched Y Wawr

Taran Disability Forum

Grwpiau Anodd eu Cyrraedd Gwynedd

Headway Gwynedd

Gwynedd Children and Young People's Partnership

Gisda

Urdd Gobaith Cymru

Gwynedd-Caernarfon Federation of Women's Institutes

Ysgol Brynrefail

Ysgol Syr Hugh Owen

Ysgol Friars

Ysgol Tryfan

Gwynedd Agewell

Gwynedd Older People Policy Officer

JobCentre Plus (North Wales)

Gwynedd Citizens Advice

Communities First Officer (Gwynedd)

Grwp Cynefin

Tai Gogledd Cymru/North Wales Housing

Tourism Sector, Gwynedd Council

Mantell Gwynedd

Gwynedd Council's Equalities and Diversity

Arfon and Dwyfor Local Access Forum

7.2 Atodiad Dau – Grwpiau Diddordeb Arbennig

| | |
|--|---|
| Anglesey Equestrian Centre | Cemaes History Society |
| Anglesey Riding Centre | Centre for Environment, Fisheries and Aquaculture Science (Cefas) |
| Age Cymru Gwynedd a Môn | Chair of Wylfa PLG |
| Agoriad Cyf | Clwyd Badger Group |
| Alliance for National Parks Cymru | Codling Park |
| Amlwch Industrial Heritage Trust | Coed Cymru |
| Anglesey Agriculture Society | Cofnod |
| Anglesey and Gwynedd Fisheries Local Action Group | Conway Centres: Anglesey |
| Anglesey Antiquarian Society and Field Club | Council for British Archaeology in Wales |
| Anglesey Business Centre | Country Land and Business Association (CLA) |
| Anglesey Cycling Group | Cynnal Cymru – Sustain Wales |
| Anglesey Divers | Movements Along Welsh Roads (MAWR) |
| Anglesey Diving Academy | Dragon Radio Society |
| Anglesey Federation of Small Businesses | Engineering Construction Industry Training Board (ECITB) |
| Anglesey Mining plc | Energy Centre – Coleg Menai |
| Anglesey Nature Bites | Engineering & Renewable Energies Colleg Llandrillo |
| Anglesey Sea Salt (Halen Môn) | Eryri Association |
| Anglesey Tourism Association | Farmers Union Wales |
| Animal & Plant Health Agency | Federation of Small Businesses |
| Annog Cyf | Ffestiniog & Welsh Highland Railways |
| Bangor Bethesda Ramblers | Friends of the Earth Cymru |
| Bangor Civic Society | Friends of the Isle of Anglesey Coastal Path |
| Bangor Greenpeace | GeoMôn – Anglesey Geopark |
| Bangor Mussel Producers Association | Gorswen Farm Riding Centre |
| Bangor University (Seacams) | Glaslyn Angling Association |
| Betsi Cadwaladr University Health Board | Greenwire |
| Bristow Helicopters SAR (Search and Rescue) | Grŵp Cynefin |
| British Horse Society – North West Wales Committee | Gwynedd Archaeological Trust |
| British Mountaineering Council (BMC) | Gwynedd Bat Group |
| British Trust for Ornithology | Gwynedd Business Network |
| Business in the Community Wales | Gwynedd Engineering Society |
| Business on Anglesey | Heritage Together |
| Caernarfon/Dwyfor Ramblers Group | H M Coastguard |
| CBI Wales | Holyhead Cycling Club |
| Caernarfon Harbour Master | Holyhead Round Table |
| Caernarfon Sailing Club | Holyhead Sailing Club |

| | |
|--|--|
| Horizon Nuclear Power | Plas Menai National Watersports Centre |
| Institution of engineering and technology (IET) | Pori Natur a Threftadaeth |
| Isle of Anglesey Railways Ltd (Anglesey Central Railway) | Port Dinorwic Sailing Club |
| Lions Club Anglesey Central Trust Fund | Porth Y Post Riding Stables |
| Lions Club Bangor | Porthyfelin Community Partnership |
| Lions Club Beaumaris (Menai – Aethwy) | Probus |
| Lions Club Caernarfon | RAF Mona |
| Lions Club Holyhead | RAF Valley |
| Llanddona Riding School | Red Squirrels Trust Wales |
| Llangefni Social Enterprise | Red Wharf Bay Sailing Club |
| Magnox North (Wylfa) | RNLI |
| Maritime & Coastguard Agency | Rotary Club Bangor |
| Medrwn Môn | Rotary Club Holyhead |
| Meirionnydd National Trust Association | Rotary Club Llangefni |
| Menai Association (National Trust) | Royal Anglesey Yacht Club |
| Menai Heritage | RSPB Cymru |
| Menter Fachwen | SP Manweb |
| Menter Mon | SP Distribution Ltd |
| Mon a Gwynedd Friends of the Earth | Seiont Gwyfai and Llyfni Fishing Society |
| Mon CF | Snowdonia Society |
| Mona Flying Club | Social Services Improvement Agency |
| National Beef Association | Sport Wales |
| National Parks Wales | STEMNET |
| National Sheep Association | Sustain Wales – Cynnal Cymru |
| NFU Cymru | Sustrans Cymru |
| North Wales Animal Protection & Ethics | Technocamps – Bangor University |
| North Wales & Borders Waterways | The Menai Strait Combined Regattas Committee |
| North Wales Business Club | The Open Spaces Society |
| North Wales Chamber of Commerce | The Woodland Trust Wales (Coed Cadw) |
| North Wales Community Health Council | Traeth Coch Sailing Club |
| North Wales Housing | Trireme Ynys Mon Rowing Club |
| North Wales Tourism | Tyn Morfa Riding Centre |
| North Wales Tourist Guiding Association | Urdd Gobaith Cymru |
| North Wales Wildlife Trust – Anglesey | Visit Wales |
| North Wales Wildlife Trust – Arfon | Wales Air Ambulance |
| North West Venturers' Yacht Club | Wales Biodiversity Partnership |
| North West Wales Amphibian and Reptile Group | Wales Tourism Alliance |

Wales Trade Union Congress
Wales Young Farmers Association
Welsh Ambulance Service NHS Trust
Welsh Government Agricultural Dept
Welsh Government Fisheries
Welsh Historic Gardens Trust – Gwynedd
Welsh Sea Rowing Association
Welsh Water (visitor attraction)
Welsh Yachting Association
Wildfowl and Wetland Trust (WWT)
WWF Cymru
Wygryr Fishing Association
Ynys Mon (Anglesey) Group Riding for the Disabled
Ynys Mon Angling Association
Ynys Mon Ramblers Group
Renewable UK Cymru
North Wales Wildlife Trust
Welsh Highland Railway Ltd
National Trust
Campaign for National Parks
Campaign for the Protection of Rural Wales (CPRW)

7.3 Atodiad Tri – canolfannau gwybodaeth a chanolfannau cyfeirio

Canolfannau cyfeirio

| Lleoliad | Cyfeiriad | 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 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 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: 9am-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 |

| Lleoliad | Cyfeiriad | Amseroedd agor |
|--|---|--|
| Ynys Môn | | |
| 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 |

Canolfannau gwybodaeth

| Lleoliad | Cyfeiriad |
|-----------------|---|
| Ynys Môn | |
| Amlwch | Llyfrgell Amlwch, Lôn Parys, LL68 9AB |
| Brynteg | Canolfan Gymunedol Brynteg, LL78 8JN |
| Biwmares | Llyfrgell Biwmares, Canolfan David Hughes, LL58 8AL |
| Cemaes | Llyfrgell Cemaes, Lôn Glascoed, Cemaes, LL67 0HN |
| Gaerwen | Canolfan Esceifiog, Gaerwen, LL60 6DD |
| Caergybi | Llyfrgell Caergybi, Newry Fields, LL65 1LA |
| Llandegfan | Neuadd y Plwyf Llandegfan, LL59 5UL |
| Llanfechell | Ysgol Gymuned Llanfechell, LL68 0SA |
| Llangefni | Llyfrgell Llangefni, Lôn y Felin, LL77 7RT |
| Llangefni | Cyngor Sir Ynys Môn, Swyddfa'r Cyngor, Llangefni, Ynys Môn LL77 7TW |
| Porthaethwy | Llyfrgell Porthaethwy, Ffordd y Ffair, LL59 5AS |
| Penmynydd | Neuadd Bentref Penmynydd, LL61 6PG |
| Rhosybol | Neuadd Gymuned Ysgol Rhosybol, LL68 9PP |
| Gwynedd | |
| Bangor | Llyfrgell Bangor, Ffordd Gwynedd, LL57 1DT |
| Caernarfon | Llyfrgell Caernarfon, Lôn Pafiliwn, LL55 1AS |
| Rhiwlas | Neuadd Bentref Rhiwlas, LL57 4GA |

Peidiwch â cholli'r:



Dilynwch ni ar Twitter i gael y newyddion a'r lluniau diweddaraf:
@NGNorthWales



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Ewch i wefan y prosiect yn:
www.cysylltiadgogleddcymru.com



Anfonwch neges ebost i:
nationalgrid@cysylltiadgogleddcymru.com



Ffoniwch ein rhif rhadffôn:
0800 990 3567 9am - 5pm Llun-Gwener neu gadewch neges y tu allan i'r oriau hynny



Ysgrifennwch i'n cyfeiriad rhadbost:
FREEPOST NATIONAL GRID NW CONNECTION

FSC
LOGO

6.2.33

Appendix 33

IACC and GC Feedback to Stage 3 Consultation: Schedule of Responses to the Technical Reports

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IACC and Gwynedd Council Feedback to Stage Three Consultation: Schedule of Responses to the Technical Reports

Isle of Anglesey County Council (IACC) and Gwynedd Council commissioned consultancy Arup to provide technical support to inform the Council's continued dialogue with National Grid in respect of the North Wales Connections Project. Arup produced two reports for the Councils which were submitted as part of both IACC and Gwynedd Council's responses to National Grid's Stage Three Consultation. These reports set out the Council's comments on the technical reports published as part of the Stage Three Consultation. The report commented on the Preferred Route Option Selection Report (**Document 9.4**), Draft Route Alignment Report (**Document 9.5**) and Menai Strait Crossing Report (**Document 9.6**). The second report commented on the Need Case (**Document 9.7.3**) and Strategic Option Report (**Document 9.8.2 and 9.8.3**) which were also published as part of the Stage Three Consultation.

As explained in **Section 8.3** of the Consultation Report (**Document 6.1**), due to the detailed and specific nature of the comments in the Arup reports, this feedback has been reviewed and responded to separately to the rest of the feedback from both local authorities, which is dealt with in **Section 8.3**. Each paragraph has been copied in to a tabular format (with the exception of the Introductory Sections which did not comment on the Project) and National Grid's response provided as to how that paragraph has been considered and addressed where appropriate.

This Appendix contains two tables, the first responds to the comments provided on the Needs Case and Strategic Options Report (**Table 1**), the second responds to the comments provided on Preferred Route Option Selection Report, Draft Route Alignment Report and Menai Strait Crossing Report (**Table 2**).

Table 1: IACC and Gwynedd Council Response to Stage Three Consultation – Feedback on Strategic Options Report and Project Need Case

| Section Reference | Comment | How the comment has been addressed |
|---------------------------|---|---|
| 2. Scope of Review | | |
| N/A | <p>National Grid has provided, within the Need Case 2016, an overview of changes to contracted generation relevant to the North Wales Connection project that have taken place since the publication of the Project Need Case and Strategic Options Report on 9th January 2015.</p> <p>The Councils have previously reviewed and commented on the Need Case and Strategic Options Report dated January 2015, and have therefore</p> | <p>An updated Needs Case report (Document 7.1), Strategic Options Report (Document 7.2) and the Back-Check of Wylfa-Pentir Design Decisions report (Document 7.18) have been provided as part of Volume 7 of the DCO application. The latter summarises the back-check undertaken by National Grid for the design decisions associated with the connection from Wylfa to Pentir. The production of the Strategic Options Report follows a back-check and review of the strategic options in light of the final design and assessed effects of the Project.</p> |

| Section Reference | Comment | How the comment has been addressed |
|-------------------|--|---|
| | <p>reviewed to what extent previous comments have been addressed, and the adequacy of the updated reports presented as consultation material in the current consultation. It is expected that a complete Need Case for the project will continue to be updated for the Project as set out previously, drawing upon National Grid's previous Need Case reports, including the commitment to back-checking. This should include local context for the project associated with the requirement to connect local generation projects to the network, and the Need Case should be drawn upon to inform the EIA and wider suite of documents informing the DCO submission.</p> | <p>Where relevant, these documents have been drawn on during the EIA and development of the DCO submission documents.</p> |
| N/A | <p>As highlighted by the Councils previously, back-checking is essential, as the preferred option and its mitigation is further defined. This process should include a transparent presentation of the costs of all embedded, primary and secondary mitigation, inclusive of costs for the crossing of the Menai Strait. National Grid has committed to back-checking throughout the DCO pre-application and application stages of the project. The updated Need Case and SOR therefore form an important part of this process. It is essential at this crucial consultation stage in the project, as this is the last opportunity for stakeholders to formally respond to the proposals prior to DCO submission. National Grid has a statutory obligation to consider stakeholder comments arising from consultation.</p> | <p>An updated Strategic Options Report (Document 7.2), updated Needs Case (Document 7.1) and the Back-Check of Wylfa-Pentir Design Decisions report (Document 7.18) have been provided as part of Volume 7 of the DCO application.</p> <p>The production of the Strategic Options Report follows a back-check and review of the strategic options in light of the final design and assessed effects of the Project. The updated Needs Case reflects the contracts that National Grid must meet and presents the magnitude of the additional system capacity required and how this has evolved over time.</p> <p>National Grid has continued to back-check its decisions throughout the design process to ensure the continued appropriateness of the scheme for which development consent is being sought as summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Through publication of an updated Strategic Options Report at each stage of consultation, National Grid provided transparent costs for the options considered. The final version of the Strategic Options Report (Document 7.2) shows the latest cost estimate of the Project including a description of the mitigation measures included.</p> |

| Section Reference | Comment | How the comment has been addressed |
|---|--|---|
| | | <p>The updated Strategic Options Report includes consideration of costs appropriate to the consideration of strategic options. The Strategic Options Report includes the estimated capital costs for the connection design for which the DCO is being sought, as well as the originally estimated cost for a fully overhead line (unmitigated) between Wylfa and Pentir.</p> <p>National Grid has taken into account stakeholder comments arising from each stage of consultation during the evolution of the Proposed Development, including having regard to responses given pursuant to statutory consultation in accordance with section 49 of the Act in the preparation of the application, as more particularly set out in this Consultation Report (Document 6.1).</p> |
| <h3>3. Review of Project Need Case</h3> | | |
| <p>3.1 Changes in Contracted Generation</p> | <p>It is noted in Table 4.3 of the Need Case Report that the contracted generation has altered since the 2015 Need Case Report. The changes are more helpfully described in the SOR in Section 2.1 and Table 1 and are summarised below:</p> <ul style="list-style-type: none"> • The existing Wylfa nuclear power station formally reduced its generation capacity to 0 MW; • Greenwire has revised its connection date from 2018 to 2020; • Codling Park has revised its connection date from 2018 to 2021; and • A new 299 MW biomass power station, named Orthios Power, applied to connect at Penhros substation in 2019. <p>Given that these changes are essential in underpinning the update to the Need Case, it would</p> | <p>An updated Strategic Options Report (Document 7.2) and Needs Case (Document 7.1) have been provided as part of Volume 7 of the DCO application.</p> <p>These documents include an appendix describing how the contracted generation has altered over the course of the Project and explain how National Grid has responded to these changes. The need case for significant network reinforcement has remained consistent throughout the evolution of the Project with the main effect of the changing customer plans being on the exact capacity required of the reinforcements rather than the fundamental scope of the strategic options.</p> |

| Section Reference | Comment | How the comment has been addressed |
|--------------------------------------|---|--|
| | be advisable to ensure that these changes are clearly articulated both in the Need Case Document, and the SOR. | |
| 3.1 Changes in Contracted Generation | The SOR explains that ‘the results of that analysis concluded that the increase of 299 MW of generation capacity in North Wales does not alter the parameters of the Strategic Options, i.e. all the previously identified Strategic Options could accommodate the additional 299 MW of North Wales generation without the need for higher rated assets being used.’ It would be helpful if this was explained in the Need Case Document. | The updated Needs Case (Document 7.1) presents the magnitude of the additional system capacity required and how this has evolved over time. It is the role of the Strategic Options Report (Document 7.2) to discuss potential solutions to address the future system requirements needed, which as the Council comment identifies, it does so as described. It is not considered appropriate to duplicate this in the Needs Case. |
| 3.1 Changes in Contracted Generation | The Need Case Document itself is highly technical and not easily accessible for the purposes of wider stakeholder consultation. Considering that the need for the project will be of acute interest to local interest groups and stakeholders, it would be helpful if the document were updated to more clearly articulate the changes in contracted capacity and implications on the Need Case for the project. | <p>Electrical engineering and system design are complicated and technical. The need for the North Wales Connection project requires consideration of the scale, location and timing of new generation wishing to connect to the National Electricity Transmission System (NETS), against the location, capacity and configuration of the existing NETS, both locally and more widely. The Needs Case documents provided at each stage of consultation have explained the factors that must be considered when identifying the need for network reinforcement. The 2018 Needs Case (Document 7.1) has sought to make the 2018 Needs Case as accessible as is possible without losing the technical content.</p> <p>Even so, recognising the technical nature of the subject, National Grid provided an explanation of the need for the Project in documents aimed at a more non-technical audience such as the Project Newsletters and Overview documents provided at each stage of consultation, including at Stage Three Statutory Consultation.</p> |
| 3.1 Changes in Contracted Generation | The Councils note that there are other low carbon generation proposals anticipated and associated with the Isle of Anglesey Energy Programme including the | National Grid seeks to work with our customers to understand their plans and potential future developments. At the time of writing National Grid have had no approaches for further |

| Section Reference | Comment | How the comment has been addressed |
|---|--|--|
| | <p>West of Anglesey Tidal Demonstration Zone. Policy EN-5 considers that the need for a transmission project can be assessed on the basis of contracted generation or reasonable anticipated future requirements. It is notable that such projects are excluded from the current Need Case, and it would be helpful for the Councils to understand what the implications would be for future anticipated projects.</p> | <p>generation developments that would affect the North Wales Connection Project. National Grid also uses the published Future Energy Scenarios to assess potential future requirements. None of the current scenarios show a need for transmission capacity in North Wales that exceeds our current plans.</p> <p>If future projects were to seek to connect then there could potentially be a requirement for additional capacity over and above our current plans. However, it is National Grid's view that there are no reasonable anticipated future requirements at this time.</p> |
| <p>4. Review of Strategic Options Report (SOR)</p> | | |
| <p>4.1 Feasibility of Strategic Option</p> | <p>As highlighted by the Councils in previous consultation responses, National Grid must demonstrate that the preferred option is technically feasible, and is in fact capable of being delivered (including technical considerations and legislative compliance). At present, it is not understood how the potential significant impacts of the proposed tunnel crossing of the Menai Strait will be appropriately mitigated to ensure that an acceptable solution is delivered. The Councils have concerns regarding the management and transport of significant quantities of spoil arising from construction of the tunnel, and await further information as to how this might be managed appropriately. Should it be identified that the preferred Strategic Option is not feasible, there will be a requirement to re-visit the SOR and all route options development.</p> | <p>National Grid has undertaken extensive investigations in the area of the Menai Strait, and employed technical experts with wide-ranging experience of tunnelling. National Grid is extremely confident that the tunnel proposal is feasible and achievable. National Grid would not be proposing a tunnel to connect an important generator such as Wylfa Newydd without this level of certainty.</p> <p>With regard to the generation, management and transportation of spoil arising from construction of the tunnel, this has been considered and reported upon as appropriate within the Preliminary Environmental Information Report (October 2016) presented at Stage Three Consultation, and in the Environmental Statement (Volume 5 of the DCO application).</p> |
| <p>4.1 Feasibility of Strategic Option</p> | <p>If an alternative Strategic Option were to be deemed appropriate, consultation material presented by National Grid for the purpose of Section 42 consultation may become irrelevant. This introduces project and programme risk for National Grid, and</p> | <p>National Grid has continued to back-check its decision on the preferred Strategic Option and is confident that it has selected the most appropriate option for the North Wales Connection Project.</p> |

| Section Reference | Comment | How the comment has been addressed |
|--|--|--|
| | affects stakeholder resources for engagement in the project. | |
| 4.2 Feasibility of Other Strategic Options | The Councils have previously expressed concern that the options of a High Voltage Direct Current (HVDC) only connection had been seemingly discounted as an unproven technological risk. National Grid states that, in response to stakeholder concern on the issue, National Grid commissioned an independent study by WSP - Parsons Brinkerhoff to assess the viability of HVDC options, the outcome of which confirmed National Grid's review that such a connection would not be viable. The Councils note however that they have not been consulted on the independent report that provided this conclusion and therefore cannot verify the technical adequacy of information supporting this key conclusion. | The Isle of Anglesey County Council's response to the Stage Two Consultation (December 2015) confirms that the Council accepts that a HVDC subsea solution is not a viable option. That the option is not viable is independently supported by a letter from Horizon Nuclear Power, the developer of Wylfa Newydd, containing its views on the viability of a HVDC subsea connection and also a report produced by Arup, as independent specialist consultants to the Council, through the Planning Performance Agreement (PPA) between the Council and National Grid. Horizon's response (Appendix 1 to IACC's Stage Two Consultation feedback) was that such technology could give rise to fundamental uncertainty in respect of technical and commercial viability and risk issues, a view validated by Arup in its independent report. |
| 4.2 Feasibility of Other Strategic Options | The 2015 SOR noted that National Grid will keep this technology under review, although no such commitment is made in the 2016 Report. The Councils consider it essential that this remain under review as part of the back-checking process. | National Grid has continued to back-check its decision on the preferred Strategic Option against appropriate alternatives, including subsea HVDC, and is confident that it has selected the most appropriate option for the North Wales Connection Project. There remains a significant difference in both cost and technical risk when comparing HVDC options to the preferred strategic option. |
| 4.3 Consenting Strategy | Section 4.4 of the SOR helpfully explains the change in consenting strategy since the Strategic Options were originally appraised. The DCO submission now consists of the upgrades required between Wylfa and Pentir, rather than the North Wales Connections Project including wider works in Gwynedd. The Councils note that a clear consenting strategy for all elements of the project, including Associated Development and Wider Works has yet to be provided. This was requested in response to Scoping, but is not provided in the Section 42 Consultation | Following Royal Assent of the Wales Bill 2017 on 31 st January 2017, it was agreed between IACC, Gwynedd Council and National Grid that a previously drafted Memorandum of Understanding on the route to consent for the North Wales Connection Project was no longer necessary. This was agreed at the Level 2 PPA meeting held on 24 th July 2017. Consent for all elements of the North Wales Connection Project required for the connection between the substations at Wylfa and Pentir are being sought via the DCO application. Works required to the wider North Wales electricity |

| Section Reference | Comment | How the comment has been addressed |
|-------------------|--|---|
| | <p>material. The ES and wider supporting technical documents will need to set out a clear and unambiguous approach to the assessment of all elements of the wider project within the assessment of inter-related and cumulative effects. The Councils note that Associated Development applications in Wales would be made under the Town and Country Planning Act (TCPA) 1990 to the Councils as Planning Authorities for their areas. The Councils anticipate a good level of pre-application dialogue pursuant to any such applications. These applications made under TCPA will need to include a requisite level of information and detail commensurate with the scale of the proposed works.</p> | <p>transmission network are subject to their appropriate consents, and considered within the inter-project cumulative effects assessment, part of the Environmental Statement (Volume 5 of the DCO application).</p> |
| 4.4 Cost Model | <p>National Grid has legal obligations to provide an efficient, coordinated and economical system, and are regulated by Ofgem to protect the interests of consumers. Whilst it is recognised that there is a significant cost differential (based on figures provided by National Grid) between the preferred Strategic Option and other Strategic Options, this differential could become less significant when the full cost of mitigation is taken into account.</p> | <p>Section 18 of the 2018 Strategic Option Report (Document 7.2) shows that even when the additional cost identified through detailed design and mitigation are added to the cost of the overhead line (OHL) Strategic Option 3, there is still a significant cost differential between the preferred Strategic Option and other Strategic Options, as noted by the Councils.</p> |
| 4.4 Cost Model | <p>National Grid notes in Section 5.11 that updated information regarding the proposed route length and the identified mitigation measures at the Menai Strait allow National Grid to prepare a more detailed cost estimate of the preferred option. This updated cost and a back-check against the previously identified alternative Strategic Options are described in Section 6 of the SOR. The total cost differential between the preferred Strategic Option and the next cheapest option (Strategic Option 6 Hybrid OHL at £915m) as reported by National Grid has reduced from £396m in</p> | <p>The cost differential between the preferred Strategic Option and the next cheapest option (Strategic Option 6 Hybrid OHL) has decreased between the 2016 Strategic Options Report Update compared to the 2015 Strategic Options Report. As described by the Councils and explained above, this was due to more detailed information being known about the preferred strategic option, including more detailed OHL routing information and updated cost estimates for the use of a tunnel in the area of the Anglesey AONB and the Menai Strait, increasing the cost of the OHL Strategic Option 3.</p> <p>Section 18 of the 2018 Strategic Options Report (Document</p> |

| Section Reference | Comment | How the comment has been addressed |
|-------------------|---|--|
| | 2015 to £295m in 2016. | 7.2) shows the latest detailed cost estimate for the Project now the appropriate mitigation measures have been identified and understood. |
| 4.4 Cost Model | National Grid provides in Table 3, a cost comparison of Strategic Options, although only the costs for the preferred options have been updated. It is unclear why National Grid has not updated the cost estimates for all options. The costs for the Strategic Option 3 (preferred option) AC Cable and HVDC options should have taken into account crossing the Menai Strait as it is integral to the necessary design. | <p>The Strategic Options Report cost model is used to inform the initial comparison of strategic options. Once a preferred option is identified this will be further developed to identify mitigation requirements etc. Part of that process involves creating a detailed cost estimate for the proposed works. This specific detailed estimate (as opposed to the generic SOR cost model) is informed by the project development work undertaken. As the back-check showed that the detailed cost of the preferred option (including mitigation) remained lower than the original cost of the alternative strategic options, and as all other factors remained unchanged, it was concluded that the previously preferred option remained valid. There was no need to add the cost of the Menai mitigation to the alternative strategic options as a clear cost difference between the preferred option and the alternative strategic options could already be discerned.</p> <p>If National Grid were to carry out further development of the alternative Strategic Options in order to prepare more detailed cost estimates (i.e. including mitigation) for these options it is expected that these estimates would at best remain unchanged or would most likely increase from the current Strategic Options Report cost level.</p> |
| 4.4 Cost Model | <p>In Section 6.15 it is stated that ‘If National Grid were to carry out further development of the alternative Strategic Options in order to prepare more detailed cost estimates (i.e. including mitigation) for these options it is expected that these estimates would at best remain unchanged or would most likely increase from the current Strategic Options Report cost level.’</p> <p>No further information has been provided by National Grid to support this assertion, and an update of all Strategic Options should be undertaken to ensure that</p> | <p>The Strategic Option Report costs are early stage indicative estimates of the construction, capital and lifetime costs to allow a high level cost comparison of options. They are based on a high level scope of works defined for each Strategic Option in respect of each technology option that is considered to be feasible. This is considered appropriate to the strategic options stage of the project development process.</p> <p>National Grid takes account of equivalent assumptions for each option. The capital cost estimates are based on generalised unit costs for the key elements of each option.</p> |

| Section Reference | Comment | How the comment has been addressed |
|-------------------|---|--|
| | <p>conclusions are drawn based on current and like-for-like assumptions. National Grid note in Section 6.3 of the SOR that recent contract information for manufacturers and suppliers is relevant to the cost calculation. It is apparent that the cost calculations have not been updated since 2015, although it could be expected that these be updated in line with recent contracts.</p> | <p>They include costs for the transmission equipment and also for the installation of that equipment but do not include any project or site specific costs or requirements that may later be found to be applicable to a particular option. This is why, as stated at Section 6.15, when strategic options are subject to detailed consideration and development the total cost is highly likely to increase.</p> <p>In respect of the suggestion that cost calculations be updated for all options, National Grid is mindful that it has taken over five years to design the Proposed Development from strategic options stage to detailed design. To develop all the Strategic Options to the level of design equivalent to the Proposed Development would be inappropriate due to the considerable cost differential between the options and contravene National Grid's statutory duty to be economic and efficient. If the increased cost of the developed preferred option remains lower than the initial estimate for the alternative strategic options, and all other factors remain equal, then National Grid is confident that any further development of the alternative options would identify cost increases from the generic assumptions and hence widen any cost differential.</p> |
| 4.4 Cost Model | <p>The costs reported for the preferred Strategic Option 3 now include cost estimates for the Menai Strait crossing, which was requested by the Councils previously and is welcomed. The cost reported in 2015 for the preferred option was £519m, excluding costs for the Menai Strait crossing, which was estimated (at that time) at an additional £35-50m. The cost is now reported to be £620m including the Menai Strait crossing, a reported increase of £101m. This could lead readers to assume that the increase of £101m is associated entirely with the Menai Strait crossing, although this is unclear. It is notable that taking account of the £35-50m originally assumed for the Menai Strait crossing, the increase is actually in</p> | <p>A breakdown of costs for the fully developed scope of Strategic Option 3 has been included in the Strategic Options Report (2018), submitted as part of the DCO application (Document 7.2). This breakdown presents the main elements of the Project separately, including the Menai Strait crossing section.</p> |

| Section Reference | Comment | How the comment has been addressed |
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| | the region of £51m - £66m. The Councils would welcome further clarity on this matter from National Grid. | |
| 4.4 Cost Model | <p>As raised by the Councils previously, no detailed cost appraisal has been provided which might enable the Councils to verify the cost conclusions. It is not clear if the cost increase is solely associated with the proposed tunnel under the Menai Strait, or whether there have been other updates to the cost model for the preferred option. Of particular concern is that the £101m increase conflicts with higher costs provided by National Grid for the Menai Strait tunnel in stakeholder briefings. In addition, the Menai crossing Report states that the cost of the preferred option (Option D, Table 11.1 of the Report) is £145-165m. The report notes that these figures are high level only, but exclude any contingencies and potential issues arising from geological conditions of the Menai Straits. It is therefore highly feasible that this cost estimate could increase. It is essential that this apparent inconsistency be resolved and further clarity provided, as a significant increase in tunnelling costs would narrow the cost differential between the preferred option and other Strategic Options.</p> | <p>National Grid has published the most up to date information available at the time at each stage of consultation and at submission of the DCO application.</p> <p>National Grid has undertaken extensive investigations in the area of the Menai Strait, and employed technical experts with wide-ranging experience of tunnelling.</p> <p>The details of the crossing have been further developed and the Strategic Options Report (2018), submitted as part of the DCO application (Document 7.2), include a breakdown of the cost of the preferred strategic option. This information represents the final assessment of the project cost for the DCO application, superseding the previous high level estimates.</p> <p>The 2018 Strategic Options Report also includes a back-check against all alternative strategic options, which confirms that the overhead line Strategic Option 3 remains the preferred option.</p> <p>National Grid acknowledges that forecasting the exact cost of a complex project such as tunnelling under the Menai Straits is difficult and the that there is potential for increases and decreases once a project of this nature commences. However, the cost gap between this preferred option and the closest alternative is considered to be sufficient to allow for a credible potential increase in cost without the making the overall cost of the option higher than one of the alternatives, even when comparing against the generic Strategic Options Report estimates for these alternative options. As described previously, the full development of any of the alternative options can also be expected to identify cost increases over and above the initial estimates as the full complexities and mitigation requirements become known.</p> |
| 4.5 Approach to | The updated SOR provides commentary on cost only | The 2016 Strategic Options Report Update was written and |

| Section Reference | Comment | How the comment has been addressed |
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| Options Appraisal | <p>and does not analyse the wider considerations of socio-economic and environmental impacts that were taken into consideration and reported as part of the Options Appraisal process in the 2015 SOR. National Grid's 'Our Approach to Options Appraisal' (2012) states that:</p> <p><i>"Options Appraisal is a robust and transparent process we use to compare options and to assess the positive and negative effects they may have across a wider range of criteria including environmental, socio-economic, technical and cost factors"</i>.</p> <p>The document also makes clear that Options Appraisal is a requirement at "Stage 1 – Strategic Options". The scope of information presented in the SOR therefore does not appear to fulfil the criteria set out in National Grid's own guidance.</p> <p>The Councils have commented previously that the 2015 SOR was lacking in a robust evidence base on which to draw socio-economic and environmental conclusions. The updated SOR neither addresses this information gap, nor provides a review of any changes in environmental or socio-economic considerations that may influence the appraisal of Strategic Options.</p> | <p>provided as an update to the 2015 Strategic Options Report, prompted by changes to the contracted generation background in North Wales that occurred since January 2015. Both reports were published at Stage Three Consultation under document reference 2.5: Strategic Options Report and should be read together.</p> <p>The 2015 Strategic Options Report and 2018 Strategic Options Report include consideration of the appropriate environmental, socio-economic, technical and cost factors for each strategic option. National Grid's view is that the consideration of environmental and socio-economic factors as documented is appropriate to the strategic level of the decision-making process, and National Grid has taken account of the criteria set out in the 'Our Approach to Options Appraisal' (2012) guidance.</p> <p>A back-check of the decisions made during the evolution of the Proposed Development, including the environmental and socio-economic factors considered in the Strategic Options Report has been undertaken, as described in the 2018 Strategic Options Report (Document 7.2) and the Back-Check of Wylfa-Pentir Design Decisions report (Document 7.18).</p> <p>National Grid's judgements, taking account of National Grid's legal obligations and planning policy appropriate to the strategic options stage, are documented in the Strategic Options Reports.</p> <p>The conclusions reached are supported by the final assessment of environmental and socio-economic effects as reported in the Environmental Statement (Volume 5), which are not considered to be sufficiently significant to outweigh the significant additional costs associated with other strategic options.</p> |
| 4.5 Approach to Options Appraisal | The updated SOR fails to take account of any mitigation other than the Menai Strait Crossing. The Council anticipates mitigation may also be provided in | National Grid has developed the North Wales Connection Project in accordance with relevant planning policy and taking account of its licence obligations to be co-ordinated, economic |

| Section Reference | Comment | How the comment has been addressed |
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| | <p>the form of undergrounding, alternative pylon design, off-site, and on-site mitigation and enhancement. This has not been accounted for in the cost model to date. National Grid demonstrated in the SOR that the costs of a fully underground version of the preferred Strategic Option between Wylfa and Pentir would be of similar magnitude to Strategic Option 6, the ‘hybrid’ option. The inclusion of fuller mitigation costs therefore has significant potential to alter the cost differential between the preferred Strategic Option and alternatives.</p> | <p>and efficient. National Grid considers that the overhead line (with the currently proposed mitigation measures) and cable tunnel under the Menai Strait offers the most appropriate solution to connect Wylfa Newydd. The cost breakdown shown in Section 18 of the 2018 Strategic Options Report includes consideration of appropriate mitigation measures associated with the preferred strategic option.</p> <p>The 2018 Strategic Options Report demonstrates that even when the additional costs of the appropriate mitigation measures are added to the cost of the overhead line Strategic Option 3, there is still a significant cost differential between the preferred Strategic Option and the alternatives.</p> |
| 4.5 Approach to Options Appraisal | <p>Back-checking of costs continues to remain essential, as the preferred option and its mitigation is further defined. This process should include the costs of all embedded, primary and secondary mitigation, inclusive of costs for the crossing of the Menai Strait. National Grid has committed to back-checking throughout the DCO pre-application and application stages of the project and the Council continues to welcome this commitment.</p> | <p>The 2018 Strategic Options Report demonstrates that even when the additional costs of the appropriate mitigation measures identified through detailed design (including the tunnel in the area of the Menai Strait) are added to the cost of the overhead line Strategic Option 3, there is still a significant cost differential between the preferred Strategic Option and the alternatives.</p> <p>The production of the Strategic Options Report follows a back-check and review of the strategic options in light of the final design and assessed effects of the connection now proposed. This back-check is not described as a process itself for the strategic options, as it is inherent within the process being undertaken to produce the 2018 Strategic Options Report.</p> <p>A back-check of the decisions made during the evolution of the proposed connection between Wylfa and Pentir has been undertaken, as described in the Back-Check of Wylfa-Pentir Design Decisions report (Document 7.18).</p> |
| 5. Recommendations / Conclusions | | |
| | <p>The Councils have set out in this report a number of key matters requiring resolution:</p> | <p>National Grid has set out how it has taken account of each of the bullet points listed in the recommendations / conclusions</p> |

| Section Reference | Comment | How the comment has been addressed |
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| | <ul style="list-style-type: none"> • The Councils have concerns regarding the adequacy of the Need Case document for the purposes of stakeholder consultation and ultimately as a key document to underpin the DCO application. • There is a lack of clarity regarding the cost of the proposed Menai Strait tunnel. • The 2016 SOR update fails to update the range of Strategic Options, to facilitate comparison on a like-for-like basis. • The 2016 SOR update does not consider the comparison of Strategic Options on a holistic basis, including socio-economic and environmental considerations. It therefore does not appear to take account of National Grid's own guidance for Options Appraisal. • Wider mitigation (other than the Menai Strait crossing) for all options continues to be lacking in the appraisal, a concern raised by the Councils in previous consultation responses. <p>It is therefore essential that the Councils are consulted on an updated Need Case and SOR documents prior to DCO submission. Given the fundamental importance of these documents in underpinning the DCO application, it is considered essential that the public and wider stakeholders are also given the opportunity to comment on any updates.</p> | <p>section of the Council's detailed comments on the Needs Case and Strategic Options Report in the relevant section of the text above.</p> <p>National Grid has been open in explaining its work and has sought to provide members of the public and stakeholders significant opportunities to influence the proposals. Three defined periods of consultation have been undertaken where people were actively encouraged to provide feedback. The first was undertaken in 2012, followed by a second in 2015 and most recently the statutory consultation in 2016. Further localised consultation has occurred since then. Reports were provided at each stage setting out the Needs Case and consideration of Strategic Options, with this information summarised and presented in the public facing consultation materials such as the Project Newsletter and Overview document.</p> <p>The information provided for the Stage Three Consultation is considered appropriate and in line with applicable statutory and guidance requirements on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p> |

Table 2: IACC and Gwynedd Council’s Response to Stage Three Consultation – Feedback on the Preferred Route Option Selection Report, Draft Route Alignment Report and Menai Strait Crossing Report

| Section Reference | Paragraph / Comment from Arup Report (direct copy and paste) | How the comment has been considered by National Grid and addressed where appropriate |
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| 2. Scope of Review | | |
| 2. Scope of Review | <p>The purpose of the Preferred Route Option Selection Report as reported by National Grid is to consider four sections of Route between Wylfa and Pentir, within the ‘orange corridor’ selected by National Grid for the project in 2015. It refers to Section 1-4 of the route and excludes the Menai Crossing. This document precedes the following Draft Route Alignment Report and Menai Crossing Report, which refer to Sections A-F. Sections 1-4 are equivalent but not identical to Sections A-E as a geographic frame of reference for the route sections located across the Isle of Anglesey. The purpose of the report is somewhat ambiguous and could be better communicated by National Grid to inform consultation, and if required, as a supporting document to the DCO application. The report appears to appraise route options in terms of environmental, socio-economic, technical and cost considerations to confirm the selected route option taken forward for further assessment. The scope of the Draft Route Alignment Report, as reported by National Grid, is to provide a description of the proposed design for a new 400kV overhead electricity line within Sections A - D of the route between Wylfa and Ceint, to the east of Llangefni. The design of the Connection within Sections E and F of the Route, covering the remainder of the Connection to Pentir, are described in National Grid’s Menai Crossing Report.</p> | <p>During the Stage Two Consultation National Grid consulted on Sections 1 to 5 of the route. The Sections were amended for Stage Three Consultation and renamed Sections A to F. The decision was made to split Section 5 into Sections E and F to make it simpler to consult on the THHs, SECs and equipment needed for the tunnel at either side of the Menai Crossing. The divisions between sections on the drawings for Sections 1 to 4 also changed slightly to avoid divisions through villages. As the divisions had changed and the Sections no longer matched those consulted on during Stage Two Consultation, it was considered they should be renamed to avoid any confusion that the Sections were the same as those consulted on previously. The Preferred Route Option Selection Report reviews Sections 1 to 5 of the route, taking into account consultation feedback received from the Stage Two Consultation, whereas the Draft Route Alignment Report and Menai Crossing Report move forward from this and consider the amended Sections A to F for the detailed design of the route.</p> <p>The purpose of the report is set out at section 1.1 of the Preferred Route Option Selection Report and has been correctly summarised by Arup, and has been provided in the DCO application at Document 7.4.</p> |
| 2. Scope of Review | <p>It should be noted that a technical review of potential environmental and socioeconomic constraints and impacts has been undertaken in respect of the Preliminary Environmental Impact Report (PEIR), on which the Councils have provided comments under separate cover. This is not</p> | <p>No action required.</p> |

| Section Reference | Paragraph / Comment from Arup Report (direct copy and paste) | How the comment has been considered by National Grid and addressed where appropriate |
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| | <p>duplicated in respect of the Preferred Route Option Selection Report, Draft Route Alignment Report and Menai Crossing Report. The PEIR provides the most up-to-date data on which to provide technical commentary.</p> | |
| 2. Scope of Review | <p>It should be noted that whilst some of the emerging design detail has been shared with the Councils in stakeholder workshops, this is the first time that stakeholders have been asked to comment on the Preferred Route Option Selection Report, Draft Route Alignment Report and Menai Strait Crossing Report. Each report is highly technical in nature and is part of a significant volume of material consulted on within the statutory Section 42 consultation period. Comments made at this stage are therefore made without prejudice to further comments made by the Councils in due course, as understanding of the project, particularly in reference to on-going consultation required on as yet incomplete Environmental Impact Assessment, is enhanced.</p> | No action required. |
| 2. Scope of Review | <p>National Grid should also consider how local communities will be afforded the opportunity to adequately engage in highly complex and detailed information relating to key design decisions in their locality. The Councils are not aware of any previous opportunities for communities or wider stakeholders to engage on the proposed locations of the Sealing End Compounds, Tunnel Head Houses and the Construction Compounds before selection of the preferred locations now determined by National Grid and presented within the suite of Section 42 consultation documents.</p> | <p>The Project News (Autumn 2015) formed one of the documents published during the Stage Two Consultation. The Project News (Autumn 2015) included a Route Map which identified search areas for SEC sites on both Anglesey and Gwynedd. Public and stakeholder feedback on the identified SEC search areas was sought at this time, although National Grid explained that further detail could not be provided on the Menai Strait crossing during the Stage Two Consultation due to ongoing engineering and technical assessments which would inform the options for crossing the Menai Strait.</p> <p>A further Project News was published in June 2016 to provide the public and stakeholders with an update on the plans for an underground connection at the Menai Strait. This update included information on the possible techniques for the crossing and the equipment required. It also included a Route</p> |

| Section Reference | Paragraph / Comment from Arup Report (direct copy and paste) | How the comment has been considered by National Grid and addressed where appropriate |
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| | | <p>Map showing the reduction in size of the SEC search areas in order to keep equipment further from the coast and AONB. National Grid also explained that the engineering requirements of going under the Menai Strait continued to be reviewed as part of ongoing work. National Grid were not able to consult the public on crossing options for the Menai Strait at this point, as the engineering challenges of crossing the Menai Strait would influence the proposals on sealing end compound sites, the crossing technology and crossing location. However, National Grid have always welcomed feedback throughout the project and contact details were provided on the Project News (June 2016).</p> |
| <p>3. Approach to Preferred Route Options Selection Report, Draft Route Alignment Report and Menai Strait Crossing Report</p> | | |
| <p>3. Approach to Route Options Selection Report Draft Route Alignment and Menai Crossing Reports</p> | <p>The Preferred Route Option Selection Report provides qualitative commentary for each section of the proposed overhead line route in respect of environmental, socio-economic, technical and cost considerations. It does not however, as is acknowledged by National Grid in Section 1.1.5 of the Report, present any detailed design information or detailed environmental appraisal. The Councils have made comments regarding National Grid's approach to the appraisal process in previous representations. The qualitative nature of the appraisal presented within the report makes it difficult for the Councils to provide meaningful commentary regarding the adequacy or otherwise of decision making set out.</p> | <p>National Grid's approach to options appraisal is set out in the Our Approach to Options Appraisal (2012) publication. National Grid carry out options appraisal because it provides a framework which allows us to identify and balance technical, socio-economic, environmental and cost considerations in selecting project options. It also enables us to document in a transparent manner, the information on which we have based our judgements.</p> <p>The technical, socio-economic, environmental and cost considerations which influenced the decision making process for defining the preferred route option are explained in the Preferred Route Option Selection Report (2016). National Grid considers this information and process has been explained in a detailed and transparent manner.</p> |
| <p>3. Approach to Route Options Selection Report Draft Route Alignment and</p> | <p>Both the Draft Route Alignment Report and the Menai Crossing Report provide an overview of the design process to date and include commentary regarding stakeholder comments that have been used to inform the route alignment. The purpose of these documents and relationship with the</p> | <p>The purpose of the documents are as follows: The Preferred Route Option Selection Report set out the options appraisal process for the preferred route which was taken forward to detailed design stage and explained in the Draft Route Alignment Report and Menai Crossing Report.</p> |

| Section Reference | Paragraph / Comment from Arup Report (direct copy and paste) | How the comment has been considered by National Grid and addressed where appropriate |
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| Menai Crossing Reports | Options Appraisal process is ambiguous. Whilst they provide commentary surrounding the Options Appraisal for the Project, a clear and consistent methodology for assessing each option has not been set out, and it is difficult to understand the sequence of logic that has been applied to key design decisions. It is not apparent how the significance of effects in each topic incorporated within the assessment has been considered in a balanced and transparent way. | The Draft Route Alignment Report and Menai Crossing Report discuss the iterative design process that took into account the environmental, socio-economic and technical factors that were material to the final design of the Project. The reports do not define discrete options or seek to appraise any such options in the way that was undertaken for strategic options and route corridor options where alternative options were set out and appraised, reflecting the nature of the work being undertaken. |
| 3. Approach to Route Options Selection Report Draft Route Alignment and Menai Crossing Reports | Whilst acknowledging the difference in character of impacts across Sections A-D presented in the Draft Route Alignment Report and of Sections E-F of the Route in the Menai Strait crossing report, the structure, content and approach set out in each report is very different, which makes the documents difficult to understand collectively. In the first instance it would be helpful if the policy content and contextual commentary were aligned across all reports, or cross-referenced in order to avoid repetition and enable the Councils to undertake a meaningful gap analysis of the approach taken by National Grid. | <p>In Sections A – D of the route, the rationale for the selection of the preferred route option is set out in the Preferred Route Option Selection Report and the rationale for the design is set out in the Draft Route Alignment Report.</p> <p>In respect of Sections E to F, the Menai Strait Crossing Report discusses in detail the technical, environmental and socio-economic considerations associated with the crossing. The structure of these two reports does therefore differ in purpose as they seek to explain different stages in the project development. There is no interrelationship in the design decisions made in Section D and E as none of the design choices in one section had an influence over the design choices made in another section. National Grid intended that the two reports could be understood in isolation.</p> <p>National Grid includes relevant policy within each report so that they may be read as standalone documents. This does result in some repetition across reports; however, it is necessary to demonstrate how policy has been considered at each stage of the design process.</p> |
| 3. Approach to Route Options Selection Report Draft Route Alignment and | Stakeholder consultation is not currently reported consistently or transparently within the reports. It is advised that, as part of the Consultation Report and an Appendix to each relevant document, National Grid provides a list of consultation comments received through stakeholder engagement, and | Stakeholder and public consultation feedback in response to the Stage One and Two Consultations has been documented in a consistent and transparent manner in the Stage One and Stage Two Consultation Feedback Reports (which were both publicly available prior to the Stage Three Consultation). |

| Section Reference | Paragraph / Comment from Arup Report (direct copy and paste) | How the comment has been considered by National Grid and addressed where appropriate |
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| Menai Crossing Reports | how these comments have been addressed. Where it has not been feasible to address stakeholder comments, the rationale for design decisions should be clearly set out. | <p>Relevant feedback from the Stage Two Consultation also fed into the options appraisal process for decision making and has also been summarised in the design reports, including the Preferred Route Option Selection Report (Document 9.4), Draft Route Alignment Report (Document 9.5) and Menai Strait Crossing Report (Document 9.6).</p> <p>The Consultation Report is a statutory requirement under section 37 of the Planning Act 2008 and must be submitted with the DCO application. In preparing the Consultation Report, National Grid has drawn upon its previous experience in preparing Consultation Reports for other DCO applications, together with reviewing other examples and following published Government Guidance and PINs advice notes. As is required, the Consultation Report summarises the feedback received from the prescribed consultees (including local authorities), Persons with an Interest in Land and members of the public, and sets out how National Grid has had regard to the feedback received through the consultation process. Where feedback has resulted in an amendment to the proposals, this has been identified. Where National Grid has been unable to make a proposed amendment to the scheme requested, a justification for this is set out. The Design Report (Document 7.17) explains the amendments to the proposals following Stage Three Consultation.</p> |
| 3. Approach to Route Options Selection Report Draft Route Alignment and Menai Crossing Reports | Throughout the documents, National Grid fails to reference, when referring to stakeholder consultation, IACC's overarching position on the requirement for further undergrounding as mitigation between Wylfa and the Menai Strait crossing. Following consideration at Full Council (IACC) in December 2015 it was resolved that National Grid's Strategic Option 3 (if taken forward), would require further mitigation via undergrounding and this should be fully explored by National Grid. Likewise, Gwynedd Council have made representations regarding the need to consider a fully- | <p>The Stage Three Consultation was seeking feedback on the detailed proposals for which National Grid intended to put forward for development consent. The design reports, including the Preferred Route Option Selection Report (2016), Draft Route Alignment Report (2016) and Menai Strait Crossing Report (2016) therefore referenced feedback from the Stage Two Consultation regarding the route options, not additional undergrounding.</p> <p>National Grid reported the Council's feedback regarding undergrounding within the Stage Two Consultation Feedback</p> |

| Section Reference | Paragraph / Comment from Arup Report (direct copy and paste) | How the comment has been considered by National Grid and addressed where appropriate |
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| | <p>underground solution to Pentir. The Councils note that the potential for further undergrounding is excluded from the project definition. The Councils consider this an important omission which should be addressed through further stakeholder consultation and within the ES.</p> | <p>Report. This feedback has been taken into account during National Grid's back-check. As part of the back-check National Grid has revisited its earlier decisions in light of consultation feedback received and further environment assessment, to ensure they remain robust and that the most appropriate solution has been taken forward. This included reconsidering a fully undergrounded option and undergrounding specific sections of the route where feedback from the Stage Three Consultation raised concerns. The approach to and outcomes from this back-check is reported in the Back-Check of Wylfa-Pentir Design Decisions Report (Document 7.18) with the exception of the back-check of strategic options which is set out in the updated Strategic Options Report (Document 7.2).</p> <p>Following the back-check and amendments to the design National Grid remain satisfied that the proposals are policy compliant and represent the most appropriate balance of environmental, socio-economic, technical and cost considerations.</p> <p>The ES does not assess a fully underground option as this was considered unlikely to meet National Grid's statutory obligations and having regard to the planning policy context earlier on in the project development process. Information on why a fully underground solution has not been taken forward is set out in the Strategic Option Report (Document 7.2). The final design submitted for the DCO does include an underground connection at the Menai Strait which has been assessed as part of the ES.</p> <p>National Grid has proactively engaged with IACC and Gwynedd Council during the development of the Project, and had a close working relationship with the Council's Officers. To date (1st August 2018), no proposals for additional lengths of underground cable have been provided by IACC, beyond the Council's formal position that the whole connection</p> |

| Section Reference | Paragraph / Comment from Arup Report (direct copy and paste) | How the comment has been considered by National Grid and addressed where appropriate |
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| | | should be placed underground. This has been raised by National Grid in both meetings and by letter to IACC. |
| 4. Review of Preferred Route Option Selection Report | | |
| 4. Review of Preferred Route Option Selection Report | <p>National Grid consider, as reported in the Executive Summary that ‘The outcome from the Options Appraisal has led National Grid to reconfirm the earlier preference for a fully overhead line throughout these sections of the Route, as it is considered that this would comply with relevant planning policy and National Grid’s statutory duties.’</p> <p>The extent to which the preferred route option complies with the relevant planning policy and statutory duties is yet to be tested though the DCO pre-application and application stage planning process. It should be noted that the Environmental Impact Assessment (EIA) is yet to be completed, and data collation remains underway. The Councils consider that further back-checking will be required, and that detailed mitigation, including the potential for further undergrounding must be consulted on as part of on-going pre-application engagement. Detailed comments in respect of potential mitigation options are provided in response to the PEIR.</p> | <p>Following the review of Stage Three Consultation feedback, National Grid undertook further back-checking to ensure earlier design decisions remain robust and that the most appropriate solution has been taken forward. The back-check is summarised in the Back-Check of Wylfa-Pentir Design Decisions Report (Document 7.18) with the exception of the back-check of strategic options which is set out in the Strategic Options Report (Document 7.2).</p> <p>National Grid has considered and assessed the use of technological alternatives to overhead lines including placing the new connection underground in specific sections of the route where socio-economic and environmental effects of a new overhead line merited such consideration, and where consultation feedback was received specifically requesting that the connection be placed underground in a certain area. Information on these areas is provided in the Wylfa to Pentir Preferred Route Corridor Selection Report (Document 9.2) and is summarised in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> <p>Following technical and environmental appraisal of options for undergrounding specific sections of the route, National Grid still considers an overhead line to be the most appropriate approach in the context of applicable statute, policy and guidelines.</p> |
| 4.1 Part 1: Context and Scope of Appraisal | Part 1 of the Report provides background information and a summary of planning policy considerations. As highlighted in Section 3 of this Report it would be helpful if such commentary were aligned for consistency across all consultation documents, or cross-referenced to avoid repetition. The | National Grid includes relevant policy within each report so that they may be read as standalone documents. This does result in some repetition across reports; however, it is necessary to demonstrate how policy has been considered at |

| Section Reference | Paragraph / Comment from Arup Report (direct copy and paste) | How the comment has been considered by National Grid and addressed where appropriate |
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| | Council have provided comment in respect of planning policy in reference to the PEIR and within Section 5 and 6 of this document. | each stage of the design process. |
| 4.2 Part 2: Appraisal of Route and Design Options | Part 2 of the Report outlines the scope and methodology applied in the appraisal process. The Councils provided a detailed response on environment and socioeconomic assessment methodology and scope in response to National Grid's North Wales Connections Project Scoping Report, which is not repeated here. The Councils have previously expressed concern that the geographical scope of appraisal should be sufficient, particularly in respect of socio-economic receptors which were mapped within a limited 1km distance of each route option (as reported in Section 9.4.23). Cumulative intra-project and inter-project effects are particularly important, and the Councils are yet to be consulted on a clear and coherent methodology for assessment of such effects. The remainder of Part 2 presents a largely qualitative commentary on information that has been gathered to inform design decisions. The Councils consider that whilst this provides helpful background information, it is important that a full suite of data is updated and assessed within the EIA process, and presented in the Environmental Statement (ES), a draft of which the Councils would expect to be consulted upon. | <p>With regards the options appraisal the Preferred Route Option Selection Report set out the options appraisal process for the preferred route. The report does not seek to appraise any options in the way that was undertaken for strategic options and route corridor options where alternative options were set out and appraised.</p> <p>With regards the EIA, the methodologies for both the assessment of socio-economic and cumulative effects has been consulted on with the Councils and are set out in detail within the Environmental Statement submitted as part of the DCO application (Volume 5).</p> <p>A full suite of updated data is also presented and assessed within the ES, a draft of which was provided to the Councils for review and comment in advance of submission of the DCO application.</p> |
| 4.3 Part 3: Design Overview and Next Steps | The mitigation measures set out within Part 3 of the Preferred Route Option Report (and also included in the Draft Route Alignment Report) do not represent the full suite of mitigation measures that may be expected to be developed as part of the Environmental Impact Assessment and project development process. The Councils consider their inclusion here, and within the Draft Route Alignment Report, less relevant than in the PEIR, Environmental Statement, and detailed method statement, as these should be used as the primary means to convey and consult upon specific mitigation plans. The Councils consider the following initial and outline | <p>The mitigation measures set out in the Stage Three Consultation technical documents were not intended to represent the full suite of mitigation measures. Detailed mitigation proposals can only be developed as the Project design is finalised and the environmental impact assessment undertaken, drawing on feedback from the consultation.</p> <p>National Grid has put forward proposals to mitigate those significant environmental effects that remain despite the further design refinements made in response to the Stage Three Consultation.</p> |

| Section Reference | Paragraph / Comment from Arup Report (direct copy and paste) | How the comment has been considered by National Grid and addressed where appropriate |
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| | <p>commentary on the mitigation measures set out by National Grid important to help shape the next stages of the project.</p> | <p>The ES sets out proposed mitigation measures in the Schedule of Mitigation (Document 5.28). The ES also considers mitigation by design such as the proposed underground section of the connection at the Menai Strait. Control and management measures are set out in the Construction Environmental Management Plan (CEMP) (Document 7.4).</p> <p>National Grid has also developed opportunities to further enhance aspects of the environment in proximity to the Project, for example through wider planting and landscaping initiatives. Enhancement opportunities proposed and how these will be delivered are detailed in the Enhancement Strategy (Document 7.13).</p> |
| <p><i>4.3 Part 3: Design Overview and Next Steps</i></p> | <p>Screen Planting</p> <p>National Grid note here that planting for the purposes of screening ‘could’ take place, without any firm commitments or proposals at this stage. The Councils consider that due to the nature of the proposed development i.e. including very prominent ‘tall’ structures, it is unlikely that onsite secondary mitigation will do much to reduce the significance of some predicted effects, especially visual effects of overhead lines. Therefore, it is anticipated that off-site measures will be needed to enhance the surrounding landscape and to screen and/or improve views towards the proposed development. It is also anticipated that off-site works to enhance PRow user experience will be necessary. Further information is required as to what secondary landscape mitigation is proposed within the order limits to reduce visual and landscape effects arising as a result of the proposed scheme. This mitigation will be required for example in the form of in situ replacement planting where trees and hedgerows are affected by construction works and also around any site specific infrastructure such as substations, CSECs, Tunnel Head</p> | <p>Through careful routeing and design, National Grid has sought to keep the proposed route for the connection away from villages and communities where possible, routeing alongside the existing overhead line to reduce effects on views. Screening of pylons is difficult due to their height, but careful routeing with off-site planting can be effective in reducing the visual effects.</p> <p>National Grid has developed a Design Guide for the Proposed Tunnel Head Houses and Permanent Site Landscaping (Document 7.19), which sets out the key design principles for the tunnel head houses and surrounding landscaping, including materials, palette and built form. National Grid has also developed a proposal for re-profiling and landscaping that would also help to screen the operation site in the longer term. Details of the planting proposed can be found in the landscape assessment chapter of the ES (Document 5.7) and illustrated in Documents 5.7.1.12 to 5.7.1.16.</p> <p>National Grid has also developed proposals for screening planting and wider landscape enhancement to potentially</p> |

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| | Houses, etc. | <p>further reduce visual effects upon isolated houses, farms and other small settlements. The Enhancement Strategy (Document 7.13) sets out the proposals for a Voluntary Residential Planting Scheme (VRSP). Screening planting is more effective when undertaken close to the receptor and therefore properties identified in the Residential Visual Amenity Assessment (Document 5.8.2.3) as being eligible for the VRSP will be offered screening planting to help reduce the effects of the Proposed Development.</p> <p>National Grid held an enhancement workshop with both local authorities, Natural Resources Wales and Welsh Government to seek feedback and input into the development of the Enhancement Strategy. Details of the enhancement opportunities are provided in the Enhancement Strategy (Document 7.13).</p> |
| 4.3 Part 3: Design Overview and Next Steps | <p>Landscape Enhancement/Restoration Strategies</p> <p>The Councils consider that an Off-site planting and enhancement strategy should be prepared and consulted on at the earliest opportunity. This should describe the measures proposed, outline their purpose and set out the methods by which they will be secured as part of the DCO process e.g. as designed in mitigation, Planning Requirements / Conditions and s106 Obligations. Commentary should include opportunities for advance planting, provenance and supply of plant stock. The process of agreeing the scope and quantum of Off-site enhancements on Hinkley C Connection Project began at S42 Consultation stage and continued over a long period of time through to the Issue Specific Hearings conducted during Examination. The process of agreement with third party landowners is likely to be time consuming. This indicates real value in an early start on this matter. Due to the nature of the works, trees and hedgerows will need to be removed to accommodate the construction and operation of the proposed development, the need for replacement planting</p> | <p>An Enhancement Strategy (Document 7.13) has been prepared by National Grid and outlines the enhancement opportunities that have been identified and are proposed. Enhancement opportunities may be within or beyond the Order Limits. Enhancement opportunities identified include measures such as data sharing, planting, creation of Community Woodland, improvements to PRoWs and historic sites.</p> <p>National Grid held an enhancement workshop with both local authorities, Natural Resources Wales and Welsh Government to seek feedback and input into the development of the Enhancement Strategy. National Grid will continue to liaise with landowners along the route.</p> |

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| | therefore should be set out and detailed in the appropriate documentation for consultation with the Councils. | |
| 4.3 Part 3: Design Overview and Next Steps | <p>Residential Amenity</p> <p>The Report acknowledges the concerns and Council policy in respect of residential amenity but fails to set out means by which this will be addressed. As part of the PEIR technical review, the Councils have raised concerns that no methodology has been presented for Residential Amenity Assessment. It is expected that the methodology, outcome of the assessment and proposals for mitigation of effects will be fully consulted on.</p> | <p>National Grid has undertaken a Residential Visual Assessment (Document 5.8.2.3), an amenity assessment for socio-economic receptors (Document 5.17) and a cumulative assessment on individual residential properties (Document 5.19). The Councils have been provided with drafts of these documents ahead of the DCO application submission as part of the technical stakeholder review process.</p> |
| 4.3 Part 3: Design Overview and Next Steps | <p>Alternative Technologies or Avoid Effects of Route Options</p> <p>Where mitigation is embedded into the design of the project, this must be clearly set out in the Environmental Statement. The Councils expect to be consulted on a draft Environmental Statement prior to DCO submission. Consideration of the use of buried cables, or non-overhead technology to mitigate effects is of utmost importance to the Councils, given the overarching position that further undergrounding must be considered on all sections of the route between Wylfa and Pentir.</p> | <p>The ES identifies where mitigation by design has reduced potential effects of the Project. For example the proposed underground section of the connection at the Menai Straits is identified at mitigation by design.</p> <p>National Grid has proactively engaged with IACC and Gwynedd Council during the development of the Project, and had a close working relationship with the Council's Officers. To date (1st August 2018), no proposals for additional lengths of underground cable have been provided by IACC, beyond the Council's formal position that the whole connection should be placed underground. This has been raised by National Grid in both meetings and by letter to IACC.</p> <p>National Grid consulted on the PEIR during Stage Three Consultation. The Councils have also been provided with the draft ES for review in advance of submission of the DCO application.</p> |
| 5. Review of Draft Route Alignment Report | | |
| 5.1 Overview | The Overview provides a thorough and concise overview of the structure of the report, but would benefit from setting out | Comment noted. |

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| | <p>the aim of the report at the outset in order to assist the reader in understanding the purpose of the document, as both a standalone document and a supplement to the other Consultation documents.</p> <p>The section refers to “mitigation through design” however this is the only time that this is mentioned throughout the report. Cross referencing to the PEIR and other project documentation in this respect would be appropriate.</p> <p>In regards to the route alignment, detailed technical comments and a review of the potential impacts is included in the Councils response to the PEIR and is not repeated here.</p> | |
| <p><i>5.2 Introduction (Section 1)</i></p> | <p>The Section helpfully refers to consultation documents presented at previous consultation stages, and sets the scene for the proposed draft route. It is essential that the relationship between documents is adequately communicated to stakeholders and local communities as part of the DCO submission.</p> | <p>Comment noted. A History of the Project (Document 7.3) and Navigation Document (Document 1.1) have been submitted as part of the DCO application.</p> |
| <p><i>5.3 Background (Section 2)</i></p> | <p>National Grid has summarised work undertaken to date between consultation periods, including continued engagement with stakeholders. Section 2.5.2 notes that feedback from these sessions has not been included in the report. It would have been useful for this feedback to have been included as an Appendix for transparency.</p> | <p>National Grid has actively collaborated with stakeholders throughout the design and development process holding stakeholder briefings and topic specific meetings which are continuing post DCO submission in order to inform the preparation of Statements of Common Ground. Notes are taken of meetings with stakeholders to inform the emerging SoCG.</p> <p>National Grid does not consider it appropriate to include comments made by individuals in meetings as appendices to technical reports as it adds unnecessarily to the length of consultation documents when National Grid has provided representation and accurate summaries of it.</p> |
| <p><i>5.3 Background (Section 2)</i></p> | <p>The Councils have responded to the Need Case and Strategic Options appraisal under separate cover. Concerns include the</p> | <p>As set out the 2012 publication ‘Our approach to the design and routeing of new electricity transmission lines’, National</p> |

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| | <p>extent to which environmental, socioeconomic and cost implications have been adequately considered as part of the Strategic Options appraisal referenced in this report.</p> | <p>Grid's Options Appraisal methodology takes a number of environmental, socio-economic, technical and cost factors into account when appraising alternative strategic options or route corridors.</p> |
| <p><i>5.3 Background (Section 2)</i></p> | <p>Section 2.5 states that <i>“Feedback from the Stage 2 consultation has informed the detailed design and siting of proposed pylons presented at Stage 3 Consultation and explained in this Report.”</i> It should be noted however that the information presented during previous consultation stages was of a strategic nature only. This is the first time that details of alignment and pylon locations have been made available for comment.</p> | <p>The Draft Route Alignment Report provides a brief summary of what was consulted on during the Stage One and Stage Two Consultations at sections 2.3 and 2.4 of the report. Section 2.5 confirms that feedback from the Stage Two Consultation has informed the detailed design and siting of proposed pylons presented at Stage Three Consultation and notes that some of the high level themes from consultation relevant to specific route sections are set out in Chapters 6 - 8 of the Draft Route Alignment Report (Document 9.5).</p> |
| <p><i>5.4 Generic Design Considerations (Section 3)</i></p> | <p>The summary of relevant policy and guidance is helpful and it is expected that this will be presented as appropriate within the Environmental Statement (ES) accompanying the DCO submission, and also in a consistent manner throughout the consultation and DCO documents. This section could be better cross referenced throughout the document, to draw out the appropriate linkages between the policy framework and design decisions made.</p> | <p>Comment noted. The Draft Route Alignment Report briefly summarises planning policy and guidance relating to design at section 3.2. The Preferred Route Option Selection Report, Draft Route Alignment Report and Menai Strait Crossing Report explain how design decisions were influenced and assessed against relevant policy. The Design Report (Document 7.17) and ES submitted as part of the DCO application identify how the proposed design meets the relevant policy requirements.</p> |
| <p><i>5.4 Generic Design Considerations (Section 3)</i></p> | <p>It is notable that Holford Rule 6 refers to the relationship of proposed infrastructure with existing lines (See Section 3.2.8). This is directly relevant to plans to rationalise the existing distribution and utilities network as part of the DCO application, for which greater emphasis could be placed within this report and wider consultation documentation.</p> | <p>Comment noted. Within the DCO application National Grid is seeking the rights to underground significant lengths of lower voltages overhead lines owned and operated by the distributor SP Manweb. These works are proposed to simplify the construction of the proposed overhead line whilst potentially resulting in enduring environmental benefits. National Grid does not consider these works to be essential to mitigate the effects of the proposed 400kv line, nor to make the development proposal acceptable with regard to the guidance set out in the Holford Rules. However, our expectation is that these works will be carried out as part of</p> |

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| | | this development and National Grid continues discussions with SP Manweb. |
| 5.4 Generic Design Considerations (Section 3) | <p>The Councils note important omissions in the summary of National Grid’s Stakeholder, Community and Amenity Policy (See Section 3.3.5 of the report), including in particular;</p> <ul style="list-style-type: none"> • “Offsetting where mitigation is not practical” which “could include landscaping and planting works or other benefits to affected communities”; • “Enhancing the environment around our works” which will “consider what practicable measures can be taken to enhance areas in the vicinity of the works for the benefit of local communities and the natural environment.”; and • “Working with others” to “create an environment where best practice can be shared and delivered”. <p>The Councils seek further information to understand how these commitments will be fulfilled. It is expected that a Mitigation Strategy and further proposals for compensation and enhancement will be consulted on prior to DCO submission.</p> | <p>National Grid has produced a Schedule of Mitigation (Document 5.28) which forms one of the DCO application documents. This sets out the mitigation measures proposed.</p> <p>An Enhancement Strategy (Document 7.13) has been prepared by National Grid and outlines the enhancement opportunities that have been identified and are proposed. Enhancement opportunities may be within or beyond the Order Limits. Enhancement opportunities identified include measures such as data sharing, planting, creation of Community Woodland, improvements to PRowS and historic sites.</p> <p>National Grid held an enhancement workshop with both local authorities, Natural Resources Wales and Welsh Government to seek feedback and input into the development of the Enhancement Strategy. National Grid will continue to liaise with landowners along the route.</p> |
| 5.4 Generic Design Considerations (Section 3) | <p>Section 3.4.7 notes that “The general route of the existing overhead line largely avoids significant sites and features that might preclude the routing of a new line.” The Councils note, as they have done during previous consultation stages that wider environmental constraints information would be required to provide a rationale to support an understanding of the boundaries of the route corridors identified.</p> | <p>The Route Corridor Identification Report (Document 9.1) identified the wider environmental constraints within each corridor. The corridor boundaries were not intended to be definitive.</p> <p>Para 8.1.6 of the Wylfa to Pentir Route Options Report (Document 9.3) confirmed that National Grid was maintaining flexibility in the location of the route options and these were identified as a guide only. The orange route corridor boundary was not regarded as absolute in this respect.</p> |

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| <p>5.4 <i>Generic Design Considerations (Section 3)</i></p> | <p>Where it is noted in Section 3.4.8 that the preferred route has been subject to detailed design engineering, National Grid should ensure that this advanced stage of the project design does not prejudice the ability of the project to accommodate changes that may arise from the Section 42 consultation period, and their statutory duty to take into consideration consultation responses.</p> | <p>The design of the project proposals presented at Stage Three Consultation were informed and influenced by consultation feedback from Stage One and Stage Two Consultations, in addition to detailed technical appraisal work. Following the Stage Three Consultation, National Grid has reviewed its proposals in the light of consultation feedback and has undertaken a back-check to ensure the proposed overhead line (with an underground section at the Menai Strait) remains the most appropriate and policy compliant option. This is summarised in the Back-Check of Wylfa-Pentir Design Decisions report (Document 7.18). The Design Report (Document 7.17) also details the amendments which were made to the design following Stage Three Consultation, many of which occurred as a result of consultation feedback.</p> <p>The Consultation Report demonstrates how National Grid has complied with its duties under the Act to consult upon and to publicise the proposed DCO application, and to take account of responses to consultation and publicity. Compliance with these duties is demonstrated at Section 4 of the Consultation Report (Document 6.1).</p> |
| <p>5.5 <i>Aspects of the Proposed Design (Section 4)</i></p> | <p>This section provides a wealth of engineering information, which has been drawn upon to provide information to inform the Councils' wider project response.</p> <p>In Section 4.3.13, the rationalisation of existing utility infrastructure is referred to. The wider implications of this activity, for example impacts arising from construction works associated with third party infrastructure are yet to be understood and appear not to have been assessed within the PEIR. The Councils seek clarity on the potential impacts, and any benefits associated with the works. It is noted that such proposals will be refined following the Section 42 consultation stage, although the extent to which stakeholders are aware of this important aspect of consultation or how to find the</p> | <p>Third party utility infrastructure works are described in Chapter 3 of the ES (Document 5.3). Chapter 4 of the ES (Document 5.4) provides detail on how these works would be constructed, including construction access arrangements. Drafts of both Chapters 3 and 4 were provided to the Councils as part of the technical stakeholder review and National Grid have reviewed and considered the further comments made by the Councils.</p> |

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| | relevant information could be challenged. | |
| 5.5 Aspects of the Proposed Design (Section 4) | Where utilities may choose to make their own access arrangements for works (Section 4.3.15) National Grid should clarify how such works will be coordinated and managed to ensure that the impacts do not exceed those predicted in the EIA. | <p>Third party utility infrastructure works are described in Chapter 3 of the ES (Document 5.3). Chapter 4 of the ES (Document 5.4) provides detail on how these works would be constructed, including construction access arrangements. Drafts of both Chapters 3 and 4 were provided to the Councils as part of the technical stakeholder review and National Grid have reviewed and considered the further comments made by the Councils.</p> <p>The third party utilities operators may choose to undertake the works under their own permitted development rights. If the works were undertaken using permitted development rights they would not constitute a significant effect. If the works could potentially result in a significant effect and did not fall below EIA screening requirements the operator would be required to undertake their own EIA screening. This is explained in ES Chapter 6 (Document 5.6).</p> |
| 5.5 Aspects of the Proposed Design (Section 4) | Section 4.4.5 sets out National Grid’s approach to Limits of Deviation (LoD) and how these have been defined. It would however be premature to set LoD at this stage prior to completion of the Environmental Impact Assessment. The Councils would expect to be consulted on detailed plans for mitigation, including LoD where required to ensure that environmental impacts are managed and mitigated appropriately. The LoD should also include all third party works as defined in Section 4.4.6, and be updated to take into account feedback from consultation. | <p>National Grid presented the proposed Limits of Deviation at Stage Three Consultation and welcomed any feedback. Limits of Deviation are set out in the section specific chapters 4 to 8 of the Draft Route Alignment Report under headings ‘Limits of Deviation.’</p> <p>The DCO application sets out the LoD within which National Grid or SP Manweb would have rights to carry out works to third party equipment.</p> <p>The LoD have been updated in response to consultation feedback and further assessment work.</p> |
| 5.5 Aspects of the Proposed Design (Section 4) | Section 4.5.2 indicates that advance works are programmed. The Councils seek to understand the scope of advance works, including mitigation, such as advance landscape planting that may be required. | National Grid has also developed proposals for screening planting and wider landscape enhancement to potentially further reduce visual effects upon isolated houses, farms and other small settlements. The Enhancement Strategy |

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| | | <p>(Document 7.13) sets out the proposals for a Voluntary Residential Planting Scheme (VRSP). Screening planting is more effective when undertaken close to the receptor and therefore properties identified in the Residential Visual Amenity Assessment (Document 5.8.2.3) as being eligible for the VRSP will be offered screening planting to help reduce the effects of the Proposed Development.</p> <p>National Grid held an enhancement workshop with both local authorities, Natural Resources Wales and Welsh Government to seek feedback and input into the development of the Enhancement Strategy. Details of the enhancement opportunities are provided in the Enhancement Strategy (Document 7.13).</p> <p>National Grid has also produced a Schedule of Mitigation (Document 5.28) which forms one of the DCO application documents. This sets out the mitigation measures proposed.</p> |
| <p><i>5.6 Section A Wylfa to Rhosgoch (Section 5 of Report) to Section D B5110 North of Talwrn to Ceint (West of Star) (Section 8 of Report)</i></p> | <p>The Councils have identified a number of potential issues and mitigation measures required to address impacts in their responses to the PEIR. This draws upon some of the information, including constraints mapping exercise provided with the Draft Route Alignment Report. It is important that these be considered as part of the iterative EIA and design process going forward.</p> | <p>All feedback received from the Councils has been reviewed, including that regarding the PEIR. Chapter 5 of the ES (Document 5.5) sets out the EIA Consultation. The approach to considering and documenting feedback from the Councils is summarised in Section 8.3 of the Consultation Report (Document 6.1).</p> |
| <p><i>5.7 Temporary Construction Compound (Section 9)</i></p> | <p>The Councils are acutely aware that this is the first time that the proposed locations of construction compounds have been subject to public and stakeholder consultation. The broad search areas identified in Section 9.5 of the report have not been subject to prior consultation. The Options Appraisal presented in Table 9.1 lacks a defined methodology for assessment, and is not consistent with the approach</p> | <p>National Grid were unable to consult on the construction compound locations prior to the Stage Three Consultation as the location of these is related to the detailed location of the proposed route and further technical assessment undertaken as part of the identification of the route alignment.</p> <p>Following Stage Two Consultation, further technical</p> |

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| | <p>presented in the PEIR. Further qualitative assessment and evidence basis is required to justify the compound locations, particularly in terms of potential impacts associated with traffic movements to the site.</p> | <p>assessment informed the identification of the construction compound siting options and the search areas identified at Section 9.5 of the Draft Route Alignment Report (Document 9.5).</p> <p>The appraisal summary set out at Sections 9.6, 9.7 and Table 9.1 of the Draft Route Alignment Report (Document 9.5) was intended to provide a summary and overview of the issues considered.</p> <p>The ES includes an assessment of the potential effects of the construction compounds in Chapters 5.7 to 5.18 as appropriate (Documents 5.7 to 5.18), which includes Chapter 13, Traffic and Transport (Document 5.13).</p> |
| <p><i>5.7 Temporary Construction Compound (Section 9)</i></p> | <p>A combination of network constraint points and poor vehicular access on to and off the strategic highway network are of concern. The B5420 between Llangefni and Four Crosses roundabout there is no evidence that this route is suitable as a HGV route to the construction compound, and the Council considers that poor horizontal and vertical geometry, restrictive widths, and community severance are of concern.</p> | <p>The B5420 between Llangefni and Four Crosses does not feature any restrictions on it and as such is used by HGVs. The concerns have been noted in the Outline Construction Traffic Management Plan (Document 7.5), and as such, this route is not included as a preferred route to the construction compound for HGVs. The route, is, however, retained for contingency use in the event that preferred routes are unavailable.</p> <p>The effects of using this route, including severance effects, are reported in Chapter 13 of the ES, Traffic and Transport (Document 5.13).</p> <p>Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes and use of temporary access tracks. National Grid will continue to work with the local highways authorities and the emergency services in relation to construction traffic management and finalising the Construction Traffic Management Plan.</p> |
| <p><i>5.7 Temporary</i></p> | <p>In the first instance, further consultation with the local</p> | <p>National Grid has been in regular liaison with the respective</p> |

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| <i>Construction Compound (Section 9)</i> | Highways Authorities and the Trunk Road Agency is recommended to discuss the distribution of traffic on the local and strategic highway network. Highway improvements will need to be proposed and agreed with the Council to make the link to the construction compound more suitable, and to facilitate the predicted increase in HGV traffic volume associated with the project. | local highway authorities prior to submission, and the access strategy has evolved as a consequence of feedback and scheme development. This has resulted in an Outline Construction Traffic Management Plan (Document 7.5) that has been reviewed by the highway authorities in draft form. Wherever possible, National Grid has accommodated requests from and addressed concerns of the highway authorities in this document. The effects of the proposed development on transport and highway operations are documented in ES Chapter 13 (Document 5.13) and the Transport Assessment (Document 5.13.2.1). |
| <i>5.8 Overview of Proposed Alignment (Section 10)</i> | The Councils consider it essential that National Grid fully consider end-to-end impacts of the proposed Route Alignment, as is commented on in respect of the PEIR. Further work as part of the EIA process is required to ensure that the intra-project effects across disciplines and geographical sections of the route are fully appraised. | National Grid has produced an ES, submitted in Volume 5 of the DCO application. The ES fully considers end-to-end impacts of the proposed route. Chapter 19 of the ES considers intra-project cumulative effects (Document 5.19). |
| <i>5.9 Next Steps (Section 11)</i> | National Grid acknowledge that although this is the final formal consultation stage to influence the proposals prior to DCO submission, a full Environmental Impact Assessment with detailed mitigation proposals is yet to be developed. It is essential that the Councils are consulted on detailed mitigation measures prior to DCO submission. As set out previously, National Grid should set out in a clear and transparent manner how the comments made in previous consultations, and this current Section 42 Consultation stage have influenced the project. | National Grid has produced an ES, submitted in Volume 5 of the DCO application. The Councils were provided with draft ES chapter for review and comment in early 2018. Thematic group meetings have also been held with the Councils and National Grid to discuss topic specific issues. Details of these meetings are provided in Chapter 5 of the ES, EIA Consultation (Document 5.5). The Consultation Report sets out how National Grid has responded to the Stage Three Consultation and the previous Stage One and Two Consultations. |
| 6. Menai Strait Crossing Report | | |
| <i>6.1 Background (Section 1)</i> | The Menai Strait Crossing Report begins with a summary of the Options Appraisal process to date. As commented by the Councils in previous consultations, there has been no | The Menai Strait Crossing Report (Document 9.6) identified the wider environmental constraints within the Menai crossing area. The search area boundaries were a guide and to |

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| | supporting technical information provided that would assist the reader to understand how the boundaries of the search areas have been defined. | enable National Grid to illustrate how the project was being developed in the Menai crossing area and provide updates to stakeholders and the public, including through the Project Newsletter. |
| 6.2 <i>National Grid's Duties and Policies (Section 2)</i> | The commentary regarding the policy framework provides a helpful linkage between economic duties, the duty to protect the environment, and the DCO Planning process. This section could be better cross referenced throughout the document, to draw out the appropriate linkages between the policy framework and design decisions made. The Councils note that a clear consenting strategy for all elements of the project, including Associated Development and Wider Works has yet to be provided. This was requested in response to Scoping, but has not been provided in the Section 42 consultation material. The ES will need to set out a clear and unambiguous approach to the assessment of all elements of the wider project within the assessment of inter-related and cumulative effects. | <p>In preparation for the Stage One Consultation, National Grid established its preference for an overhead line to provide the second connection between the substations at Wylfa and Pentir, which therefore would be subject to a DCO.</p> <p>Ongoing discussions were held with IACC on the consenting strategy for the Project, with updates provided when practicable. A draft Memorandum of Understanding was submitted for comment prior to the Stage Three Consultation.</p> <p>Following Royal Assent of the Wales Bill 2017 on 31st January 2017, it was agreed between IACC, Gwynedd Council and National Grid that a previously drafted Memorandum of Understanding on the route to consent for the North Wales Connection Project was no longer necessary. This was agreed at the Level 2 Planning Performance Agreement meeting held on 24th July 2017.</p> <p>Consent for all elements of the North Wales Connection Project required for the connection between the substations at Wylfa and Pentir have been sought via the DCO application. Works required to the wider North Wales electricity transmission network are subject to their appropriate consents, and considered within the inter-project cumulative effects assessment, part of the Environmental Statement (Volume 5).</p> |
| 6.2 <i>National Grid's Duties and Policies (Section 2)</i> | This section could also make reference to the Holford Rules and Horlock Rules, and importantly recognise the role of the Anglesey and Gwynedd Joint Local Development Plan and local planning policy framework as a material consideration in assessing local environmental impacts. | National Grid has assessed the proposals against the Holford Rules and Horlock Rules together with other relevant policy considerations in the decision making process, including applicable national policy statements and, to the extent that it is something which the Secretary of State may think is |

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| | | important and relevant for the purposes of Section 104 of the Planning Act 2008, relevant local planning policy. This is detailed in the ES (Volume 5), and the Planning Statement (Document 7.14) sets out how the proposed development complies with national planning policy. |
| 6.2 National Grid's Duties and Policies (Section 2) | <p>The Councils note important omissions in the summary of National Grid's Stakeholder, Community and Amenity Policy, including in particular:</p> <ul style="list-style-type: none"> • <i>“Offsetting where mitigation is not practical” which “could include landscaping and planting works or other benefits to affected communities”;</i> • <i>“Enhancing the environment around our works” which will “consider what practicable measures can be taken to enhance areas in the vicinity of the works for the benefit of local communities and the natural environment.”; and</i> • <i>“Working with others” to “create an environment where best practice can be shared and delivered”.</i> <p>The Councils seek further information to understand how these commitments will be fulfilled. It is expected that a Mitigation Strategy and further proposals for compensation and enhancement be consulted on prior to DCO submission.</p> | <p>At paragraph 2.5.1 of the Menai Strait Crossing Report (Document 9.6) criteria within National Grid's Stakeholder, Community and Amenity Policy which were considered of particular relevance to that stage of the project development were identified. The intention was to draw out especially relevant criteria; however, all criteria within National Grid's Stakeholder, Community and Amenity Policy are relevant and were considered as appropriate.</p> <p>National Grid has put forward proposals to mitigate those significant environmental effects that remain despite the further design refinements made in response to the Stage Three Consultation.</p> <p>The ES sets out proposed mitigation measures, set out in the Schedule of Mitigation (Document 5.28). The ES also considers mitigation by design such as the proposed underground section of the connection in the area of the Menai Strait. The Councils were provided with draft chapters of the ES prior to submission of the DCO application for review and comment. Control and management measures are set out in the Construction Environmental Management Plan (CEMP), Document 7.4.</p> <p>National Grid has also developed opportunities to further enhance aspects of the environment in proximity to the Project, for example through wider planting and landscaping initiatives. Enhancement opportunities proposed and how these will be delivered are detailed in the Enhancement Strategy (Document 7.13).</p> <p>National Grid held an enhancement workshop with both local</p> |

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| | | authorities, Natural Resources Wales and Welsh Government to seek feedback and input into the development of the Enhancement Strategy. |
| 6.3 Context of Appraisal (Section 3) | <p>The section sets out relevant National Planning Policy provisions, but fails to identify how these commitments have been met within the context of design decisions. In particular, the Councils request that National Grid provides information as to how the following assessment principles set out in EN-1 will be met:</p> <ul style="list-style-type: none"> • The potential benefits, including contributions to energy infrastructure, job creation and any long term or wider benefits; and • The potential adverse effects, including any long term and cumulative adverse effects, as well as any mitigation measures incorporated to reduce these adverse effects. | <p>Section 3 intended to set out the policy context for appraisals and decision making and was not an assessment of the proposals against these policies.</p> <p>The construction period for the Project is anticipated to be six years with an estimated peak workforce in the region of 450 people and an average of around 220 over the duration of construction. Construction of the overhead line, underground cables and tunnelling would involve specialist contractors, which are unlikely to be available locally. Once operational, National Grid is likely to require an additional member of staff in the North Wales area.</p> <p>National Grid has and continues to work with IACC, Gwynedd Council and Welsh Government in relation to opportunities for local employment and the local supply chain as a result of the Project.</p> <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of employment effects during both construction (short to medium term) and operation (long term). The chapter includes a quantitative assessment of construction and employment in relation to the local labour market, and a quantitative assessment of construction expenditure and the proportion that is likely to be captured by the local supply chain.</p> <p>Potentially significant effects and cumulative effects are assessed within the ES (Volume 5), together with proposed mitigation where appropriate. All mitigation measures set out in the ES are also provided in the Schedule of Mitigation (Document 5.28)</p> <p>The ES also considers mitigation by design such as the</p> |

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| | | <p>proposed underground section of the connection in the area of the Menai Strait. The Councils were provided with draft chapters of the ES prior to submission of the DCO application for review and comment.</p> <p>National Grid has also developed opportunities to further enhance aspects of the environment in proximity to the Project, for example through wider planting and landscaping initiatives. Enhancement opportunities proposed and how these will be delivered are detailed in the Enhancement Strategy (Document 7.13).</p> <p>National Grid held an enhancement workshop with both local authorities, Natural Resources Wales and Welsh Government to seek feedback and input into the development of the Enhancement Strategy.</p> |
| <p><i>6.3 Context of Appraisal (Section 3)</i></p> | <p>Section 3.4.10 sets out that waste management has been considered in combination with Traffic and Transport assessment. The Councils consider however that waste management has not been adequately assessed in the report or wider Section 42 consultation material. The Councils have concerns regarding the treatment of significant quantities of spoil arising from construction of the tunnel, and await further information as to how this might be managed appropriately.</p> | <p>An Outline Waste Management Plan (OWMP) (Document 7.11) has been produced; this considers potential destinations for arisings and has been the subject of discussions at meetings with North Wales Minerals and Waste Planning Service, IACC, Gwynedd Council and NRW, as well as Horizon Nuclear Power.</p> <p>Within the OWMP, potential facilities and sites have been identified on Anglesey and in North Wales for the recovery, recycling and disposal of tunnel spoil. These sites include existing quarries and landfills with permits for recycling material.</p> <p>National Grid will work with the North Wales Minerals and Waste Planning Service, NRW, Welsh Government, IACC and Gwynedd Council to explore opportunities for recycling aggregate as the Project progresses and as and when any new options arise.</p> <p>National Grid has completed a Transport Assessment and Outline Construction Traffic Management Plan (CTMP),</p> |

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| | | <p>contained in Documents 5.13.2.1 and 7.5, in support of the traffic and transport chapter of the ES (Document 5.13). These documents consider the likely significant traffic effects and appropriate mitigation measures for the Project, including effects resulting from the movement of tunnel spoil.</p> <p>Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.</p> |
| <p>6.3 Context of Appraisal (Section 3)</p> | <p>National Grid states in Section 3.4.14 that <i>“Based on our work to date there is no evidence to suggest that there would be a significant difference between routes / technologies / site locations in terms of effects on civil and military aviation and defence interests arising from either the construction works or permanent structures”</i>. Whilst this may be broadly appropriate, further rationale and supporting evidence should be provided to support this assertion.</p> | <p>National Grid has consulted the relevant civil and military aviation and defence bodies as part of the statutory consultation and no objections have been received regarding the proposed connection.</p> |
| <p>6.3 Context of Appraisal (Section 3)</p> | <p>Where factors have been discounted in options appraisal it is crucial that these are subject to back-checking, as per the commitment provided by National Grid in reference to EN-1. The Councils welcome the commitment to back-checking across the project in regards to all stages of the Options Appraisal.</p> | <p>As part of the back-check National Grid has revisited its earlier decisions in light of consultation feedback received and further environment assessment, to ensure they remain robust and that the most appropriate solution has been taken forward.</p> <p>The approach to and outcomes from this back-check is reported in the Back-Check of Wylfa-Pentir Design Decisions Report (Document 7.18) with the exception of the back-check of strategic options which is set out in the updated Strategic Options Report (Document 7.2).</p> <p>Following the back-check and amendments to the design National Grid remain satisfied that the proposals are policy compliant and represent the most appropriate balance of</p> |

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| | | environmental, socio-economic, technical and cost considerations. |
| 6.3 Context of Appraisal (Section 3) | The Councils have commented separately in the context of the PEIR on National Grid's approach to the assessment of residential amenity, mitigation, land ownership and effects on house prices and land. There are inconsistencies in how National Grid has proposed this is addressed between the documents. Section 2.5.2 of the draft Route Alignment Report suggests that discussions with individual property owners are already well advanced, which is not consistent with Section 3.2.24 of this report. This must be addressed prior to DCO submission, and local communities must be adequately consulted. | <p>Chapter 3 of the Consultation Report (Document 6.1) provides an overview of all pre-application consultation undertaken. Chapter 9 goes into detail on consultation with PILs, and Chapters 10 and 11 detail the Stage Three Consultation with the public.</p> <p>National Grid has had extensive discussions with land owners, as set out in Chapter 9 of the Consultation Report (Document 6.1), and has reviewed the feedback received, feeding in to the design process. Many detailed design amendments were made as a result of feedback from the public and PILs following the Stage Three Consultation.</p> <p>National Grid has welcomed further comments since the close of the Stage Three Consultation, which have been considered and responded to as set out in Chapters 9 and 14 of the Consultation Report.</p> |
| 6.4 Overview (Section 4) | It is important that where baseline environmental conditions are described within this report they are consistent with and updated to take account of stakeholder comments on the PEIR. The Council's comments in this respect are provided in reference to the PEIR and not repeated or reviewed in the context of this document. | All feedback received from the Councils has been reviewed, including that regarding the PEIR. Chapter 5 of the ES (Document 5.5) sets out the EIA Consultation. The approach to considering and documenting feedback from the Councils is summarised in Section 8.3 of the Consultation Report (Document 6.1). |
| 6.4 Overview (Section 4) | It would be appropriate in Section 4.4, that linkages to the Habitats Regulations Assessment (HRA) process are underlined here, and that wider comments provided by the Councils in respect of the PEIR and HRA are taken into account. This should also be considered in respect of Section 5 of the report. | All feedback received from the Councils has been reviewed, including that regarding the PEIR and HRA. Chapter 5 of the ES (Document 5.5) sets out the EIA Consultation. The approach to considering and documenting feedback from the Councils is summarised in Section 8.3 of the Consultation Report (Document 6.1). |
| 6.4 Overview | The baseline conditions described in this document contain a number of important omissions, and should cross-refer to the | The Menai Strait Crossing Report provides an overview of baseline conditions. Further information was presented in the |

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| (Section 4) | more meaningful baseline expected to be presented within the draft ES, in view of the Councils' comments on the PEIR. The socio-economic conditions for example are poorly described and fail to take into consideration the Menai Strait area itself as a tourist destination and its associated economic status. | <p>PEIR at the Stage Three Consultation. All feedback received from the Councils has been reviewed, including that regarding the PEIR and HRA. Chapter 5 of the ES (Document 5.5) sets out the EIA Consultation.</p> <p>With regards the comment on socio-economic baseline conditions, more detailed information on the baseline conditions can be found in the Chapter 17 of the ES, Socio-economics (Document 5.17). The socio-economics chapter includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey. It also includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects.</p> |
| 6.4 Overview (Section 4) | In respect of Section 4.7, the role of cumulative assessment in the consideration of transport, including future planned projects should be recognised. | <p>An assessment of the potential for cumulative traffic and transport effects, including proposed future developments, is provided in Chapter 13 of the ES, Traffic and Transport (Document 5.13).</p> <p>The list of developments included in the assessment of inter-project effects was provided to IACC, Gwynedd Council, NRW and Welsh Government for comment.</p> |
| 6.4 Overview (Section 4) | Regarding geological conditions set out in Section 4.9 the Councils are aware that the Menai Strait is known to be heavily faulted, and may have seismic activity. Further evidence is required to understand the associated risk to the deliverability of the preferred design proposals, and potential cost. The Council's response to the Need Case document expands upon this issue further. | <p>National Grid has employed tunnelling consultants to advise upon the technical challenges of tunnelling beneath the Menai Strait and are confident that the complex geology of the area will not preclude this option. A comprehensive programme of geological boreholes has been undertaken to inform this judgement. Further information can be found in Chapter 11 of the ES (Document 5.11).</p> <p>The 2018 Strategic Options Report demonstrates that even when the additional costs identified through detailed design (including the tunnel in the area of the Menai Strait) are added to the cost of the overhead line Strategic Option 3,</p> |

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| | | there is still a significant cost differential between the preferred Strategic Option and the alternatives. |
| <p><i>6.5 Construction Considerations: New National Grid Infrastructure (Section 5)</i></p> | <p>Whilst it is understood that this chapter contains contextual information, its role and purpose could be clarified. Further linkages between the PEIR and HRA process should be made in respect of survey information (Section 5.5). The Councils at this stage have a number of questions arising from information presented in Section 5.5:</p> <ul style="list-style-type: none"> • Regarding Section 5.4.2, which separation distance has been applied between the cables to address heat dissipation? • In regards to underground construction as described in Section 5.4.5, have the locations of cable jointing bays been identified, and their impacts assessed and mitigated? • How will the Councils be consulted on the outcomes and implications of ongoing bathymetric and seismic refraction surveys? • What quantities of spoil will the Menai Tunnel generate, and how will this be managed? • How will the movement of Tunnel Boring Machine (TBM) be managed? • What would be the scale of batching plant required for the sprayed concrete lining and what would be the impacts of its operation? • In constructing the shafts (Section 5.5.40), how would the noise and disturbance impacts of blasting be managed? • The potential for geological fracturing and loss of drilling fluid is identified in Section 5.5.67 and | <p>In response to the Council's questions:</p> <ul style="list-style-type: none"> • The approach taken regarding separation distances has assessed distances for different installation techniques typically up to 10 metres where cables would be more deeply covered, for example, under the crossing points. • In response to the question regarding locations of cable jointing bays, at this stage of development cable lengths are not defined, however, practical limits to handle and deliver cable drums to provide individual lengths around 600 to 1000 metres are likely to be used and shall also be intrinsically linked in with the electrical system design and installation requirements. Cable jointing will be necessary, mostly within the tunnel environment, and their locations will be carefully considered. • Bathymetric and seismic data used to inform the design was collected and processed by staff based in Bangor University's Centre for Applied Marine Sciences and School of Ocean Sciences under the auspices of the SEACAMS project. In addition National Grid undertook further more specific geophysics once the crossing area had been identified. These detailed geophysical surveys were carried out in 2016 and involved several types of non-intrusive investigation including: <ul style="list-style-type: none"> - Echo Sounders, - Side Scan Sonar, - Magnetometer and |

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| | <p>considered to be of low significance. What is the potential for marine impacts associated with this and how will it be addressed in the EIA?</p> | <ul style="list-style-type: none"> - Sub-Bottom Profiler. <p>All of the geophysical investigations were processed to provide information on the seabed bathymetry and layers of overburden and bedrock.</p> <ul style="list-style-type: none"> • An Outline Waste Management Plan (OWMP) (Document 7.11) has been produced; this considers potential destinations for arisings and has been the subject of discussions at meetings with North Wales Minerals and Waste Planning Service, IACC, Gwynedd Council and NRW, as well as Horizon Nuclear Power. <p>In addition to the OWMP, an Outline Materials Management Plan (OMMP) has been produced as part of the DCO application (Document 7.12) which will ensure that materials and arisings generated by the construction works would not be classified as a waste for disposal where possible.</p> <p>For example, tunnel arisings will be treated and sorted at the tunnel head compound prior to leaving site for recycling and re-use where possible. Materials used in haul road and pad construction will be excavated on completion and recycled for future use where possible.</p> <p>Within the OWMP, potential facilities and sites have been identified on Anglesey and in North Wales for the recovery, recycling and disposal of tunnel spoil. These sites include existing quarries and landfills with permits for recycling material.</p> <p>National Grid will work with the North Wales Minerals and Waste Planning Service, NRW, Welsh Government, IACC and Gwynedd Council to explore opportunities for recycling aggregate as the Project</p> |

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| | | <p>progresses and as and when any new options arise.</p> <p>The removal of spoil and movements of heavy goods vehicles (HGV) / medium goods vehicles (MGV) are considered in the traffic and transport chapter of the ES (Document 5.13), supported by a Transport Assessment report (Document 5.13.2.1) and an Outline Construction Traffic Management Plan (Document 7.5). These documents consider the likely significant effects of the Project on road safety.</p> <p>The ES and the Transport Assessment consider the potential for increased road traffic collisions, and key junctions on the local highway network have been assessed for capacity and delay.</p> <ul style="list-style-type: none"> • If the tunnel is constructed using a tunnel boring machine (TBM) will be an abnormal indivisible load (AIL). Proposed AIL construction traffic routes are illustrated on Figure 13.5 (Document 5.13.1.5) of Chapter 13 of the ES, Traffic and Transport (Document 5.13) and forecasts for the number of AIL movements are included in Section 9 mitigation and residual effects of this Chapter. Information on AILs is also provided in the Transport Assessment (Document 5.13.2.1) and the Outline Construction Traffic Management Plan (Document 7.5). Further information on AIL can be found in the Abnormal Load Report (Document 7.5.2.1). • The batching plant required would be less than 30x30 metres, typically producing a quantity of 27 m³/hr of concrete. National Grid has assessed the effects of the use of concrete batching plants (required should drill and blast be used for the excavation of the tunnel) where appropriate in the ES (Volume 5). Batching plants have been assumed at both THH compounds. |

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| | | <ul style="list-style-type: none"> • In constructing the shafts, blast mats can be used if required. These are mats placed over the works to control noise and dust. • Section 5.5.67 refers to the use of horizontal directional drilling (HDD), which does not form part of the Proposed Development. The potential effects of tunnelling activities are assessed in the ES (Volume 5) where appropriate. |
| 6.5 Construction Considerations: New National Grid Infrastructure (Section 5) | The methodology of sea bed installation should clarify in greater detail the potential impacts on the marine environment, and cross reference the HRA process. | Installation of the cables on the sea bed does not form part of the Proposed Development. The potential effects of tunnelling activities are assessed in the ES (Volume 5) where appropriate |
| 6.5 Construction Considerations: New National Grid Infrastructure (Section 5) | <p>At no point in this document, is the requirement for an Energy Plant as set out in the PEIR considered. The PEIR states in Chapter 13, Section 3.3.25 that <i>“The construction of the tunnel for the crossing of the Menai Strait is likely to require a significant energy demand that is above and beyond the energy demand of other elements of the Proposed Project. Currently, the energy strategy for the crossing is yet to be finalised. However, it is assumed that substantial energy generation plant, such as diesel-fired generators, or similar, will be required to facilitate the tunnelling works.”</i></p> <p>This is a significant omission that the Councils consider should be taken into consideration in the Options Appraisal process. Consultation shared with the Councils to date has yet to demonstrate the extent to which this will result in significant adverse effects on the environment and local communities, and what mitigation measures will be secured.</p> | <p>National Grid is seeking agreement with SPEN to connect a dedicated power supply for the preferred tunnel boring machine (TBM) drive site, should this method of tunnel construction be used. A generator will be used to carry out enabling works and works prior to the SPEN completion then the SPEN connection will provide dedicated power to the TBM drive with standby generators in case of power failure. Smaller generators may be required around the site to serve isolated equipment.</p> <p>Potential significant effects are assessed in the ES (Volume 5) where appropriate, including Chapter 15 of the ES, Construction Noise (Document 5.15).</p> |
| 6.6 Construction Considerations: | The role of cumulative assessment in the consideration of transport, including future planned projects should be | An assessment of the potential for cumulative traffic and transport effects, including proposed future developments, is |

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| <i>Other Infrastructure (Section 6)</i> | recognised in this Section of the report. The potential impacts on multi-modal transport options, both on a project basis and in combination with other planned projects could be further drawn out in the appraisal process. | provided in Chapter 13 of the ES, Traffic and Transport (Document 5.13). The list of developments included in the assessment of inter-project effects was provided to IACC, Gwynedd Council, NRW and Welsh Government for comment. |
| <i>6.6 Construction Considerations: Other Infrastructure (Section 6)</i> | Further rationale is required as to the discounting of the third Menai Crossing as a viable alternative to house cables. It is understood that this will be kept under review as further project details are available, but at this stage the Councils expect that a review of project programme alignment would be appropriate to inform the evidence base for decision making. | National Grid has worked, and continues to work, closely with Welsh Government on their plans for a third crossing at the Menai Strait. Welsh Government officials are keen to understand if it's possible for a bridge to carry the new electrical connection needed for Wylfa Newydd. As part of this, Welsh Government has commissioned National Grid to undertake a feasibility study into potential options to use the bridge. There are a lot of things to consider before National Grid and Welsh Government will be able to understand if putting cables of the size required for the new electrical connection on a new bridge is possible. To our knowledge, there are no high voltage transmission cables on a bridge anywhere in the world. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out. In addition, any proposal for a third Menai crossing put forward by Welsh Government needs to be consented and funded before it can go ahead. At the same time, it's vital that National Grid is able to deliver a connection for Horizon by the mid-2020s, when it is expected that Wylfa Newydd would start generating. This is why National Grid is continuing with the plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed. |
| <i>6.7 Overhead Line Route Corridors</i> | When referring to consultation feedback in Section 7.2, it is not clear what the outcome of consultation was, on balance | Consultation feedback was considered and where specific concerns and/or suggestions along the route were identified, |

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| (Section 7) | <p>across the various options, and what weight is given to the outcome of consultation in determining the preferred option. Whilst National Grid cites concerns for local communities in Section E, consultation concerns regarding property devaluation should be acknowledged and addressed within the wider project.</p> | <p>this was fed back to the design team. All feedback was considered on its own merits and was not afforded different levels of importance or weight.</p> <p>In some cases, conflicting feedback was received, for example, feedback from neighbouring landowners. In such instances, the design team made an informed decision on the most appropriate overall design solution.</p> <p>Routeing in Sections E and F</p> <p>In the Menai Strait area National Grid has proposed the use of a tunnel to carry the connection between Anglesey and north Gwynedd. Where the connection approaches the Menai Strait area the location of the overhead line is just one element of the required 'end to end' solution that is needed to deliver the connection. The other elements include the tunnel, shafts, tunnel head houses and cable sealing end compounds. The location of all the elements must work together to provide an end to end solution, and the location of each element is affected by factors such as geological conditions, engineering and environmental considerations, health and safety, consultation feedback and cost.</p> <p>In bringing forward a final design proposal following feedback received at the Stage Three Consultation, National Grid considered the need to use underground cables in this area. The more detailed design and assessment work which has been undertaken and informed by consultation feedback, has led National Grid to conclude that its earlier judgement remains the most appropriate overall design solution. The use of an overhead line in this area would comply with National Planning Policy and National Grid's statutory duties. This is further explained in the Planning Statement (Document 7.14).</p> <p>National Grid considers that the Project provides the most appropriate balance of all the factors that fall to be</p> |

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| | | <p>considered, with the connection placed in a tunnel in the area of the Menai Strait, routing the second overhead line away from the existing overhead line in Section E.</p> <p>Concerns regarding property value</p> <p>Concerns regarding property devaluation and all other feedback are summarised and responded to in the Consultation Report (Document 6.1). The Menai Strait Crossing Report (Document 9.6) summarised the feedback specific to that section of the route. Concerns regarding property devaluation were expressed along the entire route.</p> |
| <p>6.7 Overhead Line Route Corridors (Section 7)</p> | <p>Section 7.3 refers to potential environmental impacts; it is essential that these are fully described and assessed within the ES. The Councils would expect to be consulted on the Flood Consequences Assessment (FCA) prior to DCO submission.</p> | <p>The Project has been subject to environmental assessment throughout its development, with professionals from appropriate disciplines involved in the appraisal of design options for the proposed connection. The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume 5 of the DCO application. The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation.</p> <p>The Councils were provided with draft ES for review and comment in early 2018, including the Flood Consequences Assessment. Thematic group meetings have also been held with the Councils and National Grid to discuss topic specific issues. Details of these meetings are provided in Chapter 5 of the ES, EIA Consultation (Document 5.5).</p> |
| <p>6.7 Overhead Line Route Corridors (Section 7)</p> | <p>As per comments made previously, the potential impacts on tourism are not adequately drawn out in the appraisal. Further evidence is required in support of the statement in Section 7.3.53; <i>“Due to the nature of their trade and operations, none of the businesses / commercial properties are likely to experience a loss in trade as a result of amenity effects from</i></p> | <p>The socio-economics chapter of the ES (Document 5.17) includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole, and an assessment of likely significant effects on individual commercial receptors as well as wider business/supply chain effects. A brief explanation of these is provided under the sub</p> |

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| | <p><i>the introduction of an overhead line.”</i></p> | <p>headings below and further detail is available in the socio-economics chapter of the ES.</p> <p>Assessment of effects on tourism</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on tourism receptors and the tourism sector as a whole. This includes a receptor-based assessment and a tourism survey.</p> <p>National Grid worked with IACC and Gwynedd Council to discuss the tourism survey questionnaire and agree the timing of the surveys and preferred locations. Face to face interviews were subsequently conducted by an independent market research company, Beaufort Research. Questions focussed on understanding how people’s behaviour and spending may be affected during the construction and operation of the Project.</p> <p>Business Survey</p> <p>The socio-economics chapter of the ES includes an assessment of likely significant effects on commercial receptors as well as wider business/supply chain effects. A business survey has been undertaken targeting businesses which may be affected by the Project.</p> <p>National Grid discussed the business survey questionnaire with IACC and Gwynedd Council. Telephone interviews were undertaken by Beaufort Research. Interviewees were located across Anglesey and north Gwynedd. Questions focussed on understanding how businesses anticipate the construction and operation of the infrastructure may affect their business operations and viability.</p> |
| <p>6.7 Overhead Line Route Corridors (Section 7)</p> | <p>Further quantitative assessment information is required in respect of the potential noise impacts, to support the assertion of compliance with policy made in Section 7.3.76.</p> | <p>The ES assesses the likely significant effects on the environment arising from both construction and operational noise, including in relation to local residents. Construction noise is considered in Chapter 15 of the ES, and operational</p> |

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| | | noise in Chapter 16 (Document 5.15 and 5.16 respectively). |
| 6.7 Overhead Line Route Corridors (Section 7) | As commented previously and in respect of Section 7.3.158, the Councils consider that impacts on property devaluation in respect of individual properties should be considered, and the Councils are surprised that it appears not to have been considered in terms of the socio-economic appraisal. This issue continues to be relevant to subsequent appraisals throughout the document. | <p>Concerns regarding property value</p> <p>Concerns regarding property devaluation and all other feedback are summarised and responded to in the Consultation Report (Document 6.1). The Menai Strait Crossing Report (Document 9.6) summarised the feedback specific to that section of the route. Concerns regarding property devaluation were expressed along the entire route.</p> <p>The Project has been designed to avoid residential areas and individual properties as far as possible, in accordance with the Holford Rules. Whilst socio-economic factors have been taken into account in the development and refinement of the proposals, the effect on the value of private individual properties has not been a factor in the decision making process.</p> <p>In common with planning decisions generally, possible effects upon property value is not a material consideration in the consenting process i.e. it is not a matter which may lawfully be taken in to account by the decision maker when determining whether to give permission or not to a development. As such, the Environmental Impact Assessment will not take considerations of potential property devaluation into account. House prices are also not considered in National Policy Statement EN-5, the relevant national policy document for the Project.</p> <p>Those who have property (including land) upon which National Grid equipment will be sited, either on or located above it, will be entitled to compensation (e.g. if a pylon is located on the land or the wires, known as conductors, oversail a landholding) in accordance with applicable statute, including the compensation code, and the facts of the case in question. National Grid works closely with any landowners on whose land their equipment is sited to determine the</p> |

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| | | <p>compensation terms if this is appropriate.</p> <p>National Grid recognises that there is a perception that their work could have a potential effect on property values. National Grid will continue to work with property owners in the area to understand their concerns and reduce effects on property where possible. National Grid does not provide compensation in respect of any perceived reduction in house value.</p> <p>National Grid has been and continues to be open to talking with any local resident who may have concerns about the Project, so as to better understand their personal circumstances and address concerns where appropriate.</p> <p>Any party who feels that they may have a claim for compensation is recommended to seek professional advice and /or contact National Grid who will be happy to discuss their individual situation.</p> |
| <p>6.8 Identification of Sealing End Compound Siting Areas (Section 8)</p> | <p>The inconsistency in framework for considering the siting of different elements of the project is apparent in this Section of the report, as no consideration appears to have been given to air quality and noise in siting of the Sealing End Compounds (SECs). If these matters have been discounted due to the limited potential for significant effects, this should be clearly defined.</p> | <p>Air quality was considered in the Menai Strait Crossing Report (Document 9.6), which explained that the appraisal carried out has considered only those environment and socio-economic factors which provide a differentiator between options. In relation to air quality, the report concluded that :</p> <p><i>“Based on our work to date potential effects on air quality would be temporary, and mostly related to construction traffic (which is considered). There is no evidence to suggest that there would be a significant difference between routes / technologies / site locations in terms of effects on air quality and emissions arising from the construction works.”</i></p> <p>As such, a detailed appraisal of air quality was not considered appropriate as part of the Menai Strait crossing options assessment.</p> <p>The air quality assessment contained in Chapter 14 of the ES (Document 5.14) considers all emissions to air that have the</p> |

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| | | <p>potential to cause a significant effect on local air quality.</p> <p>Potential noise considerations in relation to the cable sealing end compound search areas are provided in Section 8 of the Menai Strait Crossing Report (Document 9.6).</p> |
| <p><i>6.8 Identification of Sealing End Compound Siting Areas (Section 8)</i></p> | <p>The Councils are yet to be consulted on mitigation plans, including screening of the SECs. Further commentary is provided in respect of the PEIR.</p> | <p>The ES sets out proposed mitigation measures in the Schedule of Mitigation (Document 5.28). The ES also considers mitigation by design such as the proposed underground section of the connection at the Menai Strait. Control and management measures are set out in the Construction Environmental Management Plan (CEMP) (Document 7.4).</p> <p>Thematic group meetings have also been held with the Councils and National Grid to discuss topic specific issues, including potential mitigation and enhancement measures. Details of these meetings are provided in Chapter 5 of the ES, EIA Consultation (Document 5.5).</p> <p>An Enhancement Strategy (Document 7.13) has been prepared by National Grid and outlines the enhancement opportunities that have been identified and are proposed. Enhancement opportunities may be within or beyond the Order Limits. Enhancement opportunities identified include measures such as data sharing, planting, creation of Community Woodland, improvements to PRoWs and historic sites.</p> <p>National Grid held an enhancement workshop with both local authorities, Natural Resources Wales and Welsh Government to seek feedback and input into the development of the Enhancement Strategy.</p> |
| <p><i>6.8 Identification of Sealing End Compound Siting</i></p> | <p>It is noted in Section 8.3 that IACC expressed a preference for the Anglesey North Search Area. It should be noted that the Council reserves its position until further details including</p> | <p>Comment noted.</p> |

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| <i>Areas (Section 8)</i> | potential impacts and mitigation are understood. | |
| <i>6.9 Underground Cables (Section 9)</i> | It is notable in Section 9.2.4 that Gwynedd Council (plus GAPS and Cadw) requested an extension of the tunnel option to Pentir. This is fundamental to the position of the Council and is further responded to in respect of the PEIR and Strategic Options Report. | <p>National Grid carefully considered the siting of the tunnel head house within Gwynedd and the use of both overhead line and underground cables to complete the connection to Pentir substation. Whilst extending the tunnel to Pentir could reduce the likely environmental effects of the overhead line in Gwynedd it would increase the technical complexity as the tunnel length would increase, the tunnel shaft would be likely to increase in depth, and it would generate additional quantities of spoil resulting in increased traffic movements. As a result, it would further increase the cost of the scheme.</p> <p>National Grid has assessed the proposals for an overhead line from Ty Fodol to Pentir and does not consider that the benefits of extending the tunnel, given the additional technical complexity and cost outweigh the likely environmental effects of the overhead line proposed.</p> <p>The options in this area were revisited as a result of the consultation comments received in feedback to the Stage Three Consultation, but no new information was presented that altered the above analysis. This is described in the Back-check of Wylfa-Pentir Design Decisions Report (Document 7.18).</p> |
| <i>6.9 Underground Cables (Section 9)</i> | Section 9.2.2 states that Llanfairpwllgwyngyll Community Council stated that they would strongly oppose any cables being placed under homes in their area due to health risks. National Grid should set out how these concerns are to be addressed. | <p>Health considerations are given a high priority in the process by which National Grid arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to National Grid's approach.</p> <p>Electric and Magnetic Fields (EMFs) are present wherever electricity is used. Most exposure comes from the wiring in homes and from appliances, but power lines are also a further source. National Grid knows people have concerns about possible health effects of EMFs and take this very seriously when planning work. The Government has</p> |

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| | | <p>guidelines on acceptable levels of EMFs recommended by the Health Protection Agency and its successors - the guidelines are based on the science and are set independently of National Grid.</p> <p>The UK has a carefully thought-out set of policies for managing EMFs, which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, the possibility of a risk for childhood leukaemia. These policies are incorporated into the steps which National Policy Statement EN-5 sets out for the Planning Inspectorate and Secretary of State to take into account in considering any EMFs from overhead power lines in applications for Development Consent. The application for Development Consent for the North Wales Connection Project will therefore be decided in the context of these policies and steps.</p> <p>The Project will meet the requirements of the guidelines incorporated into Government policy by ensuring that there are no effects from EMFs arising from the equipment, including the effect of two overhead lines running in parallel. The Planning Inspectorate (who will review the application before making a recommendation to the Secretary of State), has confirmed that National Grid therefore does not need to consider EMFs in the Environmental Statement, the role of which is to consider the likely significant effects of the Project and how National Grid can keep these effects as low as possible. However, National Grid has published a separate report (Document 5.25) as part of the application which explains the approach to EMFs together with details of compliance with the guidelines, so everyone can see how the Project meets the guidelines.</p> <p>In addition, National Grid contacted Public Health Wales in</p> |

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| | | <p>2013 raising the community's concerns regarding high incidences of leukaemia in Llanfairpwll so that they could independently investigate these concerns. They concluded that "...Public Health Wales has reviewed the information relating to the matter and concluded that there is no evidence to suggest an issue of public health concern."</p> <p>There have also been questions raised regarding the safety, in EMF terms, of underground cables. Magnetic fields produced by direct buried cables fall more quickly with distance as you move away, compared to an equivalent overhead line, but will often be higher directly above the cables. Irrespective of the technology used National Grid will always ensure that all of its equipment is designed to comply with any appropriate safety standards as documented in National Policy Statement EN-5.</p> <p>Anyone with questions or concerns regarding EMF can visit the National Grid website: www.emfs.info or contact the helpline on 0845 702 3270 or emfhelpline@nationalgrid.com</p> |
| 6.10 Menai Crossing (Section 10) | In respect of the constraints that may be associated with seabed installation as described in Section 10.6.14, is it unclear what specific studies have been undertaken to support the likely challenges reported. | <p>Bathymetric and seismic data has been used to inform the design. This data was collected and processed by staff based in Bangor University's Centre for Applied Marine Sciences and School of Ocean Sciences under the auspices of the SEACAMS project. In addition National Grid undertook further more specific geophysics once the crossing area had been identified. These detailed geophysical surveys were carried out in 2016 and involved several types of non-intrusive investigation including:</p> <ul style="list-style-type: none"> - Echo Sounders, - Side Scan Sonar, - Magnetometer and - Sub-Bottom Profiler. |

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| | | All of the geophysical investigations were processed to provide information on the seabed bathymetry and layers of overburden and bedrock. |
| 6.10 Menai Crossing (Section 10) | It is acknowledged in Section 10.8.4 that as with the CSECs, the tunnel head houses would require appropriate siting in line with the Horlock Rules. The Councils request further clarity as to how the Horlock Rules have been applied in respect of appraisal of the tunnel head house locations proposed. | <p>Identifying locations for the tunnel head houses has led the overall siting exercise in this area of the project due to the size and nature of the tunnel head houses and shaft locations. The locations of the cable sealing end compounds were then considered in relation to the siting of the tunnel head houses.</p> <p>National Grid has developed a Design Guide for the Proposed Tunnel Head Houses and Permanent Site Landscaping (Document 7.19), which sets out the key design principles for the tunnel head houses and surrounding landscaping, including materials, palette and built form. National Grid has also developed a proposal for re-profiling and landscaping that would also help to screen the operation site in the longer term. Details of the planting proposed can be found in the landscape assessment chapter of the ES (Document 5.7) and illustrated in Documents 5.7.1.12 to 5.7.1.16.</p> |
| 6.10 Menai Crossing (Section 10) | Section 10.9.33 concludes that <i>“Although the crossing of the Menai Strait is a considerable technical challenge which leads to Crossing Zone 2 being preferred, due to the environmental sensitivities in the area no overall preference was determined.”</i> The Councils query how ultimately, a preferred crossing option in consideration of wider impacts across other elements of the project can be determined. The potentially significant environmental impacts arising from the preferred crossing option must continue to be back-checked as impacts are quantified as part of the EIA process. | <p>Potentially significant environmental effects arising from the proposed Project are assessed in the ES, Volume 5 of the DCO application.</p> <p>As part of the back-check National Grid has revisited its earlier decisions in light of consultation feedback received and further environment assessment, to ensure they remain robust and that the most appropriate solution has been taken forward. This includes consideration of the crossing options for the Menai Strait.</p> <p>The approach to and outcomes from this back-check is reported in the Back-Check of Wylfa-Pentir Design Decisions Report (Document 7.18) with the exception of the back-</p> |

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| | | <p>check of strategic options which is set out in the updated Strategic Options Report (Document 7.2).</p> <p>Following the back-check and amendments to the design National Grid remain satisfied that the proposals are policy compliant and represent the most appropriate balance of environmental, socio-economic, technical and cost considerations.</p> |
| <p>6.11 Pentir Substation (Section 11)</p> | <p>The Councils note the acknowledgement in Section 11.6.5 that the preferred option will require mitigation in the form of planting for the screening of landscape impacts. These proposals should be developed and consulted on prior to DCO submission, or ensure that an agreed strategy of mitigation is secured with the Councils.</p> | <p>The ES sets out proposed mitigation measures in the Schedule of Mitigation (Document 5.28). The ES also considers mitigation by design such as the proposed underground section of the connection at the Menai Strait. Control and management measures are set out in the Construction Environmental Management Plan (CEMP) (Document 7.4).</p> <p>Thematic group meetings have also been held with the Councils and National Grid to discuss topic specific issues, including potential mitigation and enhancement measures. Details of these meetings are provided in Chapter 5 of the ES, EIA Consultation (Document 5.5).</p> <p>An Enhancement Strategy (Document 7.13) has been prepared by National Grid and outlines the enhancement opportunities that have been identified and are proposed. Enhancement opportunities may be within or beyond the Order Limits. Enhancement opportunities identified include measures such as data sharing, planting, creation of Community Woodland, improvements to PRowS and historic sites.</p> <p>National Grid held an enhancement workshop with both local authorities, Natural Resources Wales and Welsh Government to seek feedback and input into the development of the Enhancement Strategy.</p> |

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| <p>6.12 <i>End to End Options Considered (Section 12)</i></p> | <p>The commitment to consider Sections E and F of the scheme on a combined basis is welcome, and indeed a critical component of the decision making process. It is unclear to the Councils what weight has been afforded to the various components of the project in the decision making process.</p> | <p>Routeing in Sections E and F</p> <p>In the Menai Strait area National Grid has proposed the use of a tunnel to carry the connection between Anglesey and north Gwynedd. Where the connection approaches the Menai Strait area the location of the overhead line is just one element of the required 'end to end' solution that is needed to deliver the connection. The other elements include the tunnel, shafts, tunnel head houses and cable sealing end compounds. The location of all the elements must work together to provide an end to end solution, and the location of each element is affected by factors such as geological conditions, engineering and environmental considerations, health and safety, consultation feedback and cost.</p> <p>In bringing forward a final design proposal following feedback received at the Stage Three Consultation, National Grid considered the need to use underground cables in this area. The more detailed design and assessment work which has been undertaken and informed by consultation feedback, has led National Grid to conclude that its earlier judgement remains the most appropriate overall design solution. The use of an overhead line in this area would comply with National Planning Policy and National Grid's statutory duties. This is further explained in the Planning Statement (Document 7.14).</p> <p>National Grid considers that the Project provides the most appropriate balance of all the factors that fall to be considered, with the connection placed in a tunnel in the area of the Menai Strait, routeing the second overhead line away from the existing overhead line in Section E.</p> <p>Decision making process</p> <p>National Grid does not undertake a quantitative or numerical process in deciding which components of the scheme should be afforded the most weight in the options appraisal and</p> |

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| | | <p>decision making process. All aspects of design have fed into the design and options appraisal process in a detailed and qualitative method.</p> <p>The significant issues under each factor (environmental, socio-economic, technical and cost) are considered qualitatively, ensuring that the reasoning and judgements made for selecting a preferred option is clear and not obscured by any mechanistic scoring or weighting process.</p> |
| <p><i>6.12 End to End Options Considered (Section 12)</i></p> | <p>IACC's position on undergrounding across Anglesey and Gwynedd Council's position on underground to Pentir must be acknowledged in mind when considering this appraisal.</p> | <p>National Grid notes the positions of the two Councils with regards to placing the connection underground.</p> <p>The end-to-end route design has been reviewed as part of the back-check. National Grid has revisited its earlier decisions in light of consultation feedback received and further environment assessment, to ensure they remain robust and that the most appropriate solution has been taken forward.</p> <p>The approach to and outcomes from this back-check is reported in the Back-Check of Wylfa-Pentir Design Decisions Report (Document 7.18) with the exception of the back-check of strategic options which is set out in the updated Strategic Options Report (Document 7.2).</p> <p>Following the back-check and amendments to the design National Grid remain satisfied that the proposals are policy compliant and represent the most appropriate balance of environmental, socio-economic, technical and cost considerations.</p> |
| <p><i>6.12 End to End Options Considered (Section 12)</i></p> | <p>None of the effects described in the appraisal are quantified or rated in a way that would facilitate an understanding of the relative performance of options. It is therefore not possible for the Councils to form a view in respect of the adequacy of the decision making process. The Councils also consider that the extent to which effects can be mitigated should be factored</p> | <p>National Grid does not undertake a quantitative or numerical process in deciding which components of the scheme should be afforded the most weight in the options appraisal and decision making process. All aspects of design have fed into the design and options appraisal process in a detailed and</p> |

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| | <p>into the decision making process, although there appears to be no commentary on this basis.</p> | <p>qualitative method.</p> <p>The significant issues under each factor (environmental, socio-economic, technical and cost) are considered qualitatively, ensuring that the reasoning and judgements made for selecting a preferred option is clear and not obscured by any mechanistic scoring or weighting process.</p> <p>The final Project has been subject to an environmental impact assessment which is presented in the Environmental Statement (ES) contained in Volume 5 of the DCO application. The ES details the likely short and long term significant environmental effects during construction and operation, including likely significant cumulative effects, and appropriate mitigation.</p> <p>National Grid has revisited its earlier decisions in light of consultation feedback received and further environment assessment, to ensure they remain robust and that the most appropriate solution has been taken forward.</p> <p>The approach to and outcomes from this back-check is reported in the Back-Check of Wylfa-Pentir Design Decisions Report (Document 7.18) with the exception of the back-check of strategic options which is set out in the updated Strategic Options Report (Document 7.2).</p> |
| <p><i>6.12 End to End Options Considered (Section 12)</i></p> | <p>Further information is required as to the construction traffic movement associated with Pentir substation (referenced in Section 12.3.104). National Grid refers to the significant movements associated with the removal of spoil, for which a strategy is yet to be developed. It is essential that the Councils are consulted on this further prior to DCO submission.</p> | <p>An Outline Waste Management Plan (OWMP) (Document 7.11) has been produced; this considers potential destinations for arisings and has been the subject of discussions at meetings with North Wales Minerals and Waste Planning Service, IACC, Gwynedd Council and NRW, as well as Horizon Nuclear Power.</p> <p>Within the OWMP, potential facilities and sites have been identified on Anglesey and in North Wales for the recovery, recycling and disposal of tunnel spoil. These sites include existing quarries and landfills with permits for recycling</p> |

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| | | <p>material.</p> <p>National Grid will work with the North Wales Minerals and Waste Planning Service, NRW, Welsh Government, IACC and Gwynedd Council to explore opportunities for recycling aggregate as the Project progresses and as and when any new options arise.</p> <p>National Grid has completed a Transport Assessment and Outline Construction Traffic Management Plan (CTMP), contained in Documents 5.13.2.1 and 7.5, in support of the traffic and transport chapter of the ES (Document 5.13). These documents consider the likely significant traffic effects and appropriate mitigation measures for the Project, including effects resulting from the movement of tunnel spoil.</p> <p>Extensive consultation has been undertaken with the local highway authorities and feedback from the emergency services has helped to inform the proposed construction traffic routes. Access for residents living adjacent to construction routes will be maintained at all times during the construction of the Project.</p> |
| <p><i>6.12 End to End Options Considered (Section 12)</i></p> | <p>In Section 12.3.178 conclusions are drawn from a technical perspective as to the most appropriate end-to-end solution. It appears that similar conclusions have not been reported in respect of environmental considerations, and the Councils would expect this gap in information to be addressed.</p> | <p>Section 12 of the Menai Strait Crossing Report (Document 9.6) sets out the end-to-end solution considered by each environmental and technical discipline. Due to the different and sometimes conflicting interests of different environmental and technical disciplines, different preferences can emerge. Section 12.6 summarises the outcomes of section 12 and section 13 explains the proposed design and how the individual elements have been taken forward and refined to date.</p> <p>The end-to-end route design has been reviewed as part of the back-check. National Grid has revisited its earlier decisions in light of consultation feedback received and further environment assessment, to ensure they remain robust and that the most appropriate solution has been taken</p> |

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| | | <p>forward.</p> <p>The approach to and outcomes from this back-check is reported in the Back-Check of Wylfa-Pentir Design Decisions Report (Document 7.18) with the exception of the back-check of strategic options which is set out in the updated Strategic Options Report (Document 7.2).</p> <p>Following the back-check and amendments to the design National Grid remain satisfied that the proposals are policy compliant and represent the most appropriate balance of environmental, socio-economic, technical and cost considerations.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>6.12 End to End Options Considered (Section 12)</p> | <p>Section 12.4 outlines the cost considerations, including relative cost performance of the options, provided below for reference:</p> <p>Table 11.1 Outline Cost Estimates</p> <table border="1" data-bbox="456 831 927 1193"> <thead> <tr> <th>Option</th> <th>Crossing Technique</th> <th>Cost Estimate^M</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>HDD</td> <td>£130m - £150m</td> </tr> <tr> <td>B</td> <td>Tunnel</td> <td>£115m - £135m</td> </tr> <tr> <td>C</td> <td>Tunnel</td> <td>£170m - £190m</td> </tr> <tr> <td>D</td> <td>Tunnel</td> <td>£145m - £165m</td> </tr> <tr> <td>E</td> <td>Tunnel</td> <td>£115m - £135mm</td> </tr> <tr> <td>F</td> <td>Tunnel</td> <td>£140m - £160m</td> </tr> <tr> <td>G</td> <td>Tunnel</td> <td>£200m - £220m</td> </tr> </tbody> </table> <p>No information has been provided to explain the basis for the cost calculations and any assumptions made. In addition, the figures appear to be inconsistent with those provided elsewhere within the Section 42 consultation documentation. The Councils have raised significant concerns on this matter in response to the Strategic Options Report. It would be</p> | Option | Crossing Technique | Cost Estimate ^M | A | HDD | £130m - £150m | B | Tunnel | £115m - £135m | C | Tunnel | £170m - £190m | D | Tunnel | £145m - £165m | E | Tunnel | £115m - £135mm | F | Tunnel | £140m - £160m | G | Tunnel | £200m - £220m | <p>The Strategic Option Report costs are early stage indicative estimates of the construction, capital and lifetime costs to allow a high level cost comparison of options. They are based on a high level scope of works defined for each Strategic Option in respect of each technology option that is considered to be feasible. This is considered appropriate to the strategic options stage of the project development process.</p> <p>National Grid takes account of equivalent assumptions for each option. The capital cost estimates are based on generalised unit costs for the key elements of each option. They include costs for the transmission equipment and also for the installation of that equipment but do not include any project or site specific costs or requirements that may later be found to be applicable to a particular option. As such, when strategic options are subject to detailed consideration and development, the total cost is highly likely to increase.</p> <p>The cost differential between the preferred Strategic Option and the next cheapest option (Strategic Option 6 Hybrid OHL) has decreased between the 2016 Strategic Options Report Update compared to the 2015 Strategic Options Report. This was due to more detailed information being known about the</p> |
| Option | Crossing Technique | Cost Estimate ^M | | | | | | | | | | | | | | | | | | | | | | | | |
| A | HDD | £130m - £150m | | | | | | | | | | | | | | | | | | | | | | | | |
| B | Tunnel | £115m - £135m | | | | | | | | | | | | | | | | | | | | | | | | |
| C | Tunnel | £170m - £190m | | | | | | | | | | | | | | | | | | | | | | | | |
| D | Tunnel | £145m - £165m | | | | | | | | | | | | | | | | | | | | | | | | |
| E | Tunnel | £115m - £135mm | | | | | | | | | | | | | | | | | | | | | | | | |
| F | Tunnel | £140m - £160m | | | | | | | | | | | | | | | | | | | | | | | | |
| G | Tunnel | £200m - £220m | | | | | | | | | | | | | | | | | | | | | | | | |

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| | <p>helpful to understand how the above costs are distributed across the discrete project elements of the end-to-end options. The report notes that these figures are high level only, but exclude any contingencies and potential issues arising from the geological conditions of the Menai Strait. It is therefore highly feasible that this cost estimate could increase. It is expected that the Councils will be consulted further on this matter prior to DCO submission.</p> <p>The outcome of the appraisal is reported in Section 12.6.18 which concludes that:</p> <p><i>“On balance, considering the potential environmental effects and technical complexities, the increased cost of a longer tunnel option, and National Grid’s statutory duties, Option C has been taken forward and is being developed further into a design for the DCO application.”</i></p> <p>Given the deficiencies highlighted in the Councils’ review, it is considered that this conclusion could be subject to challenge without the provision of further evidence and assessment as to the relative performance of options.</p> | <p>preferred strategic option, including more detailed overhead line routing information and updated cost estimates for the use of a tunnel in the area of the Anglesey AONB and the Menai Strait, increasing the cost of the overhead line Strategic Option 3.</p> <p>National Grid has employed tunnelling consultants to advise upon the technical challenges of tunnelling beneath the Menai Strait and are confident that complex geology of the area will not preclude this option. A comprehensive programme of geological boreholes has been undertaken to inform this judgement. Further information can be found in Chapter 11 of the ES (Document 5.11).</p> <p>The 2018 Strategic Options Report demonstrates that even when the additional costs identified through detailed design (including the tunnel in the area of the Menai Strait) are added to the cost of the overhead line Strategic Option 3, there is still a significant cost differential between the preferred Strategic Option and the alternatives.</p> |
| 7. Recommendations / Conclusions | | |
| | <p>The Councils consider that the structure and presentation of information provided in support of the DCO will be essential to ensure that documentation is accessible to stakeholders. The Preferred Route Options Selection Report, Draft Route Alignment Report and Menai Strait Crossing Report provide a wealth of technical information which whilst helpful, could prove difficult for all to access and understand.</p> | <p>The documents published to support the Stage Three Consultation included the Preliminary Environmental Information Report (PEIR), the Preferred Route Option Selection Report, the Draft Route Alignment Report and the Menai Strait Crossing Report. The content and structure of these were informed by discussions with the local authorities and other stakeholders (such as Natural Resource Wales and Cadw) and contain detailed information regarding the proposals.</p> <p>In response to the information presented, much useful and meaningful feedback was received from consultees on the development of the Project, the content of the EIA, potential</p> |

| Section Reference | Paragraph / Comment from Arup Report (direct copy and paste) | How the comment has been considered by National Grid and addressed where appropriate |
|-------------------|--|---|
| | | <p>environmental effects and possible mitigation measures.</p> <p>The information provided for the Stage Three Consultation is considered appropriate, according with the requirements of applicable statute and Government guidance and being in line with best practice on other similar consented Nationally Significant Infrastructure Projects (NSIPs).</p> <p>In accordance with best practice and National Grid's published Statement of Community Consultation (Appendix 32), the detailed information provided in the technical reports published for the Stage Three Consultation was summarised in public facing documents such as the Project Newsletter, the Overview document and the website.</p> <p>To improve accessibility for stakeholders and the public, a Non-Technical Summary accompanies the ES (Document 5.0). Throughout the project, National Grid has produced Project Newsletters which provide important updates the project development and are produced in both English and Welsh.</p> <p>The DCO submission is also supported by a Navigation Document which lists all documents submitted with the DCO application and explains how these can be navigated. This should help stakeholders and members of the public navigate to which documents they wish to read.</p> |
| | <p>The Options Appraisal Process should be consulted on in a coherent manner, with the rationale for design decisions clearly set out. As an example, the Councils have set out in this report a number of concerns regarding the proposed temporary construction compound east of Llangefni, for which further consultation and engagement regarding potential mitigation measures is required.</p> | <p>National Grid consider that the options appraisal process undertaken prior to the Stage Three Consultation has been reported and consulted on effectively and in a coherent manner with the rationale for design decisions clearly set out in the reports that accompanied the consultation.</p> <p>National Grid does not undertake a quantitative or numerical process in deciding which components of the scheme should be afforded the most weight in the options appraisal and decision making process. All aspects of design have fed into</p> |

| Section Reference | Paragraph / Comment from Arup Report (direct copy and paste) | How the comment has been considered by National Grid and addressed where appropriate |
|-------------------|---|---|
| | | <p>the design and options appraisal process in a detailed and qualitative method.</p> <p>The significant issues under each factor (environmental, socio-economic, technical and cost) are considered qualitatively, ensuring that the reasoning and judgements made for selecting a preferred option is clear and not obscured by any mechanistic scoring or weighting process.</p> |
| | <p>Throughout the consultation documents, National Grid fails to reference, when referring to stakeholder consultation, IACC's overarching position on the requirement for further undergrounding as mitigation between Wylfa and the Menai Strait crossing, and Gwynedd Council's position regarding undergrounding to Pentir. It is advised that, as part of the Consultation Report and an Appendix to each relevant document, National Grid provides a list of consultation comments received through stakeholder engagement, and how these comments have been addressed. Where it has not been feasible to address stakeholder comments, the rationale for design decisions should be clearly set out.</p> | <p>The Stage Three Consultation was seeking feedback on the detailed proposals for which National Grid intended to put forward for development consent. The design reports, including the Preferred Route Option Selection Report (2016), Draft Route Alignment Report (2016) and Menai Strait Crossing Report (2016) therefore referenced feedback from the Stage Two Consultation regarding the route options, not additional undergrounding.</p> <p>National Grid did report the Council's feedback regarding undergrounding within the Stage Two Consultation Feedback Report. This feedback has been taken into account during National Grid's back-check. As part of the back-check National Grid has revisited its earlier decisions in light of consultation feedback received and further environment assessment, to ensure they remain robust and that the most appropriate solution has been taken forward. This included reconsidering a fully undergrounded option and undergrounding specific sections of the route where feedback from the Stage Three Consultation identified areas for concern. The approach to and outcomes from this back-check is reported in the Back-Check of Wylfa-Pentir Design Decisions Report (Document 7.18) with the exception of the back-check of strategic options which is set out in the updated Strategic Options Report (Document 7.2).</p> <p>Following the back-check and amendments to the design National Grid remain satisfied that the proposals are policy</p> |

| Section Reference | Paragraph / Comment from Arup Report (direct copy and paste) | How the comment has been considered by National Grid and addressed where appropriate |
|-------------------|---|---|
| | | <p>compliant and represent the most appropriate balance of environmental, socio-economic, technical and cost considerations.</p> <p>Stakeholder and public consultation feedback in response to the Stage One and Two Consultations has been documented in the Stage One and Stage Two Consultation Feedback Reports (which were both publicly available prior to the Stage Three Consultation).</p> <p>The Consultation Report is a statutory requirement under section 37 of the Planning Act 2008 and must submitted with the DCO application. In preparing the Consultation Report National Grid has drawn upon its previous experience in preparing Consultation Reports for other DCO applications, together with reviewing other examples and following published guidance. As is required, the Consultation Report summarises the feedback received from the prescribed consultees (including local authorities), Persons with an Interest in Land and members of the public, and sets out how National Grid has had regard to the feedback received through the consultation process. Where feedback has resulted in an amendment to the proposals, this has been identified. Where National Grid has been unable to make a proposed amendment to the scheme requested, a justification for this is set out. The Design Report (Document 7.17) explains the amendments to the proposals following Stage Three Consultation.</p> |
| | <p>The Councils expect that a number of overarching information gaps will be addressed in respect of the emerging EIA upon which they would expect to be consulted. This includes further detailed consultation on emerging baseline data, impact assessment and proposed mitigation measures. Mitigation measures throughout the suite of Section 42 consultation documents are presented in generic terms only and lack project specific details at this stage. The Councils urge</p> | <p>National Grid has produced an ES, submitted in Volume 5 of the DCO application. In addition to consultation on the PEIR as part of the Stage Three Consultation, the Councils were provided with draft ES chapter for review and comment in early 2018. Thematic group meetings have also been held with the Councils and National Grid to discuss topic specific issues, including potential mitigation and enhancement measures. Details of these meetings are provided in Chapter</p> |

| Section Reference | Paragraph / Comment from Arup Report (direct copy and paste) | How the comment has been considered by National Grid and addressed where appropriate |
|-------------------|--|--|
| | <p>National Grid, in consideration of the comments raised in this report, to consult on detailed measures as a soon as possible to ensure that adequate opportunities are provided to develop and agree a range of measures with stakeholders prior to DCO submission. The background and policy position of the project should also be updated and presented within the ES, taking into consideration the Councils' comments set out above.</p> | <p>5 of the ES, EIA Consultation (Document 5.5). The ES is included in Volume 5 of the DCO application.</p> |

6.2.34

Appendix 34

Stage Three Consultation Coding Framework of Feedback Received

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Analysis Process: Coding Framework of Feedback Received

Dialogue by Design worked closely with the National Grid Project team to produce a detailed list of topics which accurately described the issues raised by respondents to the Stage Three Consultation for each question posed on the Stage Three Consultation Feedback Form.

Analysis themes:

| | |
|-----|-------------------------------------|
| CO | Consultation process |
| L | Location |
| MS | Menai Strait |
| NG | North Gwynedd and Pentir substation |
| O | Other |
| PPC | Policy Principles |
| ROA | Route Option and Alignment |
| SOP | Strategic Options |
| WP | Wylfa to Pentir |

Q1. Wylfa substation and the overhead line on Anglesey

Have you any comments on the proposals or are there any changes you think we can make to further reduce the effects? Please tell us and, importantly, please tell us why. We have arranged the proposals in six sections – A to F. If your comments are about a particular section(s) please use the tick boxes.

| |
|--|
| CO - Events - comments |
| CO - Information - insufficient/unhelpful |
| CO - Information - misleading/inaccurate |
| CO - Materials - unhelpful |
| CO - More info requested |
| CO - More info/study - route |
| CO - People's feedback should be listened to |
| CO - Process - Challenge - communication/engagement |
| CO - Process - Challenge - NG does not listen to feedback |
| CO - Process - Challenge - scope (alternatives not considered) |
| CO - Request - to be involved further |
| L - A5 |
| L - A55 |
| L - Ardro |
| L - Britannia bridge |
| L - Bro Dawel |
| L - Bryn Alaw |
| L - Bryn Goleu |
| L - Bryn Hyfryd |
| L - Caerceillog |
| L - Caernarfon Bay |
| L - Caithness |
| L - Capel Coch |
| L - Cemaes |
| L - Cors Erddreiniog |
| L - Cumbria |
| L - Deeside |
| L - Ellesemere Port |
| L - Fron Capel |
| L - Fron Deg |
| L - Gaerwen |

Q1. Wylfa substation and the overhead line on Anglesey

Have you any comments on the proposals or are there any changes you think we can make to further reduce the effects? Please tell us and, importantly, please tell us why. We have arranged the proposals in six sections – A to F. If your comments are about a particular section(s) please use the tick boxes.

L - Garnedd Isa

L - Gwen

L - Gylched covert

L - Hinkley

L - Holyhead

L - Hunterston

L - Llanddaniel / Llanddaniel Fab

L - Llandyfrydog

L - Llwyn Ogan

L - Llyn Alaw

L - Llyn yr Wyth Eidion

L - Moorside

L - Moray

L - P (4ZA028)

L - P (4AP056)

L - P (4AP077)

L - P (4AP078)

L - P (4AP079)

L - P (4AP082)

L - P (4ZA025)

L - P (4ZA026)

L - P (4ZA027)

L - P (4ZA058)

L - P (4ZA059)

L - Paradwys

L - Penygroes

L - Rhosgoch

L - Rhosgoch Farm

L - Rhosybol

L - Rliosybol

L - Star

L - Talwrn

L - Tregede

L - Tre-Ysgawen

L - Trigfa

L - Ty'n Cae

MS - Alternative suggested

MS - Support proposals

MS - Underground the existing line

NG - Pentir substation - ENV - impact on designated sites

O - Campaign

O - Editor's note - attachment

O - Editor's note - illegible words

O - Editor's note - map

O - Editor's note - not clear comment

O - Editor's note - other

O - Introductory comment

O - No comment

Q1. Wylfa substation and the overhead line on Anglesey

Have you any comments on the proposals or are there any changes you think we can make to further reduce the effects? Please tell us and, importantly, please tell us why. We have arranged the proposals in six sections – A to F. If your comments are about a particular section(s) please use the tick boxes.

O - Personal details included

O - Petition

O - Process request

O - Refer to another person's experience

O - Refer to attached map

O - Refer to attachment

O - Refer to other comment

O - Refer to previous consultation

O - Refer to user's previous correspondence

O - Respondent's context

O - Response in Welsh

O - Summary of proposals

PPC - Challenge need case - uncertainty around New Wylfa/question need for Wylfa B

PPC - Comments on Holford Rules

PPC - Link to wider policies

PPC - Oppose nuclear

PPC - Wylfa Newydd - support

PPC - Wylfa Newydd - support with caveats

ROA - Challenge proposals

ROA - Challenge proposals - question base

ROA - Follow the existing line

ROA - Oppose overhead line

ROA - Reference to other schemes/North Wales is being treated unfairly

ROA - Reference to similar schemes

ROA - Stakeholder - no comment/no concerns at this stage

ROA - Support proposals

ROA - Underground - entire route

ROA - CST - cost should not be the main factor

ROA - EDC - Pylon type - comments

ROA - ENV - mitigation (landscape and views)

ROA - SOC - mitigation (compensation)

SOP - Alternative - suggestions

SOP - Prefer subsea

SOP - Prefer subsea - cheaper in the long run/worth the cost

SOP - Prefer subsea - oppose overhead lines

SOP - Prefer subsea - protects landscape

SOP - Prefer subsea - see other similar projects

SOP - Project cost - comments

WP - A - support

WP - A - underground the line

WP - A - ENV - impact on views/landscape (cumulative)

WP - A - SOC - Impact on properties/residents

WP - A - SOC - impact on property value/saleability

WP - All - alternative requested

WP - All - alternative suggested

WP - All - insufficient assessment

WP - All - oppose overhead line

WP - All - reference to other schemes/North Wales is being treated unfairly

Q1. Wylfa substation and the overhead line on Anglesey

Have you any comments on the proposals or are there any changes you think we can make to further reduce the effects? Please tell us and, importantly, please tell us why. We have arranged the proposals in six sections – A to F. If your comments are about a particular section(s) please use the tick boxes.

WP - All - support

WP - All - underground the existing line

WP - All - underground the line

WP - All - underground the line - cheaper in the long run

WP - All - CST- cost of undergrounding

WP - All - CST- cost should not be the main factor

WP - All - ENV - impact on biodiversity

WP - All - ENV - impact on noise levels

WP - All - ENV - impact on views/landscape

WP - All - ENV - impact on views/landscape (cumulative)

WP - All - ENV - other environmental impact

WP - All - HSS - EMF impact

WP - All - HSS - health impact

WP - All - HSS - safety (terrorism/accidents)

WP - All - SOC - cumulative impact

WP - All - SOC - impact on business/tourism

WP - All - SOC - impact on business/tourism(no concern)

WP - All - SOC - impact on farming/agriculture

WP - All - SOC - Impact on properties/residents

WP - All - SOC - Impact on property value/saleability

WP - All - SOC - mitigation (compensation)

WP - All - SOC - other socioeconomic impact

WP - All - SOC - TV signal

WP - B - alternative suggested

WP - B - oppose proposal

WP - B - support proposal with a caveat

WP - B - underground the line

WP - B - CST - cost of undergrounding

WP - B - ENV - cumulative impact

WP - B - ENV - dust/pollution

WP - B - ENV - impact on biodiversity

WP - B - ENV - impact on cultural heritage

WP - B - ENV - impact on noise levels

WP - B - ENV - impact on views/landscape

WP - B - ENV - other environmental impact

WP - B - HSS - EMF impact

WP - B - HSS - health impact

WP - B - HSS - safety (terrorism/accidents)

WP - B - SOC - impact on business/tourism

WP - B - SOC - impact on farming/agriculture

WP - B - SOC - impact on properties/residents

WP - B - SOC - impact on property value/saleability

WP - B - SOC - mitigation (compensation)

WP - B - TRA - comments on proposals

WP - B - TRA - impact on traffic/access

WP - C - alternative suggested

WP - C - cumulative impact

WP - C - oppose overhead line (general)

Q1. Wylfa substation and the overhead line on Anglesey

Have you any comments on the proposals or are there any changes you think we can make to further reduce the effects? Please tell us and, importantly, please tell us why. We have arranged the proposals in six sections – A to F. If your comments are about a particular section(s) please use the tick boxes.

WP - C - underground the line

WP - C - ENV - dust/pollution

WP - C - ENV - impact on biodiversity

WP - C - ENV - impact on cultural heritage

WP - C - ENV - impact on noise levels

WP - C - ENV - impact on views/landscape

WP - C - HSS - EMF impact

WP - C - HSS - health impact

WP - C - SOC - impact on business/tourism

WP - C - SOC - impact on farming/agriculture

WP - C - SOC - impact on properties/residents

WP - C - SOC - impact on property value/saleability

WP - C - SOC - mitigation

WP - C - TRA - impact on traffic/access

WP - D - alternative suggested

WP - D - oppose proposal

WP - D - ENV - impact on biodiversity

WP - D - ENV - impact on cultural heritage

WP - D - ENV - impact on views/landscape

WP - D - ENV - mitigation measures suggested

WP - D - HSS - EMF impact

WP - D - HSS - health impact

WP - D - SOC - impact on farming/agriculture

WP - D - SOC - impact on properties/residents

WP - D - SOC - impact on property value/saleability

WP - D - TRA - comment on proposal

WP - E - alternative requested

WP - E - alternative suggested

WP - E - alternative suggested (follow the existing route)

WP - E - challenge selection process

WP - E - oppose proposal

WP - E - underground the existing line

WP - E - underground the line

WP - E - underground the line (cheaper in the long run)

WP - E - underground the line (impact of future development)

WP - E - ENV - impact on biodiversity

WP - E - ENV - impact on noise levels

WP - E - ENV - impact on views/landscape

WP - E - ENV - mitigation measures suggested

WP - E - HSS - safety (terrorism/accidents)

WP - E - SOC - cumulative impact

WP - E - SOC - impact on business/tourism

WP - E - SOC - impact on farming/agriculture

WP - E - SOC - impact on properties/residents

WP - E - TRA - comments on proposal

WP - F(Gwynedd) - support proposals

WP - F(Gwynedd) - underground the line

WP - F(Gwynedd) - ENV - impact on views/landscape (cumulative)

Q1. Wylfa substation and the overhead line on Anglesey

Have you any comments on the proposals or are there any changes you think we can make to further reduce the effects? Please tell us and, importantly, please tell us why. We have arranged the proposals in six sections – A to F. If your comments are about a particular section(s) please use the tick boxes.

- | |
|--|
| WP - F(Gwynedd) - SOC - impact on business/tourism |
| WP - F(Gwynedd) - SOC - impact on farming/agriculture |
| WP - F(Gwynedd) - SOC - impact on property value/saleability |

Q2. The tunnel underneath the Menai Strait and related equipment

Have you any comments on the proposals or are there any changes you think we can make to further reduce the effects? Please tell us and, importantly, please tell us why. If your comments are about a specific part(s) of the tunnel proposal, please use the tick boxes

- | |
|---|
| CO - Process - Challenge - setting communities against each other |
| CO - Request - to be involved further |
| L - Britannia Bridge |
| L - Llandegai |
| L - Llanfairpwll |
| L - Rhosybol |
| MS - Alternative suggested |
| MS - Follow the existing route |
| MS - Further details/assessment |
| MS - Oppose proposals |
| MS - Other comments |
| MS - Support proposals |
| MS - Support proposals with caveat |
| MS - Underground the existing line |
| MS - Anglesey and Gwynedd SEC - ENV - noise |
| MS - Anglesey and Gwynedd SEC - SOC - impact on business/tourism |
| MS - Anglesey and Gwynedd SEC - TRA - impact on traffic/access |
| MS - Anglesey SEC - alternative suggested |
| MS - Anglesey SEC - ENV - noise |
| MS - EDC - impact on transport routes |
| MS - ENV - impact on landscape and views |
| MS - ENV - mitigation measures are sufficient |
| MS - ENV - mitigation measures suggested/requested |
| MS - SOC - impact on business/tourism |
| MS - SOC - impact on properties/residents |
| MS - Tunnel construction - EDC - suggestion |
| O - Introductory comment |
| O - No comment |
| O - Refer to attachment |
| O - Refer to other comment |
| O - Respondent's context |
| O - Response in Welsh |
| ROA - Stakeholder - no comment/no concerns at this stage |
| ROA - Underground - entire route |
| ROA - Underground - existing line |
| ROA - EDC - Pylon type - comments |
| SOP - Alternative - suggestions |
| SOP - Prefer subsea |
| SOP - Prefer subsea - protects biodiversity |

Q2. The tunnel underneath the Menai Strait and related equipment

Have you any comments on the proposals or are there any changes you think we can make to further reduce the effects? Please tell us and, importantly, please tell us why. If your comments are about a specific part(s) of the tunnel proposal, please use the tick boxes

SOP - Project cost - comments

WP - All - oppose overhead line

WP - All - underground the line

WP - All - ENV - impact on views/landscape

WP - All - ENV - impact on views/landscape (cumulative)

WP - All - HSS - EMF impact

WP - All - SOC - impact on business/tourism

WP - All - SOC - impact on properties/residents

WP - B - underground the line

WP - E - alternative suggested

WP - E - alternative suggested (follow the existing route)

WP - E - underground the line (cheaper in the long run)

WP - E - SOC - impact on properties/residents

WP - E - TRA - impact on traffic/access

WP - F - ENV - impact on noise levels

WP - F - ENV - impact on views/landscape

WP - F - SOC - impact on properties/residents

WP - F - SOC - impact on property value/saleability

WP - F(Gwynedd) - underground the existing line

WP - F(Gwynedd) - ENV - mitigation

Q3. The overhead line in North Gwynedd and Pentir substation

Have you any comments on the proposals or are there any changes you think we can make to further reduce the effects? Please tell us and, importantly, please tell us why. If your comments are about a part(s) of the proposals in North Gwynedd, please use the tick boxes.

CO - Disagree with assumptions

CO - Information - misleading/inaccurate

CO - More info/study - route

CO - Process - Challenge - communication/engagement

CO - Process - Challenge - NG does not listen to feedback

L - Gaer Farm

MS - Gwynedd SEC - ENV - mitigation

MS - Gwynedd SEC - ENV - noise

MS - Gwynedd SEC - SOC - impact on properties/residents

NG - ENV - impact on biodiversity

NG - ENV - impact on views/landscape

NG - ENV - mitigation measures

NG - Support proposals

O - Editor's note - illegible words

O - Introductory comment

O - No comment

O - Not qualified to comment

O - Personal details included

O - Refer to attached map

O - Refer to other comment

O - Respondent's context

O - Response in Welsh

Q3. The overhead line in North Gwynedd and Pentir substation

Have you any comments on the proposals or are there any changes you think we can make to further reduce the effects? Please tell us and, importantly, please tell us why.

If your comments are about a part(s) of the proposals in North Gwynedd, please use the tick boxes.

PPC - Comments on Wylfa B

PPC - Compare with other projects

PPC - Oppose nuclear

ROA - Follow the existing line

ROA - Oppose overhead line

ROA - Stakeholder - no comment/no concerns at this stage

ROA - EDC - Pylon type - comments

SOP - Prefer subsea

SOP - Prefer subsea - see other similar projects

SOP - Project cost - comments

WP - All - oppose overhead line

WP - All - underground the line

WP - All - ENV - impact on views/landscape

WP - All - SOC - impact on business/tourism

WP - All - SOC - impact on properties/residents

WP - All - SOC - impact on property value/saleability

WP - All - SOC - mitigation (compensation)

WP - B - support proposal with a caveat

WP - B - ENV - impact on biodiversity

WP - B - ENV - impact on views/landscape

WP - B - HSS - EMF Impact

WP - B - SOC - impact on properties/residents

WP - E - SOC - impact on business/tourism

WP - F(Gwynedd) - alternative suggested

WP - F(Gwynedd) - oppose proposals

WP - F(Gwynedd) - underground the existing line

WP - F(Gwynedd) - underground the line

WP - F(Gwynedd) - ENV - impact on biodiversity

WP - F(Gwynedd) - ENV - impact on noise levels

WP - F(Gwynedd) - ENV - impact on views/landscape (cumulative)

WP - F(Gwynedd) - HSS - EMF impact

WP - F(Gwynedd) - HSS - health impact

WP - F(Gwynedd) - HSS - safety (terrorism/accidents)

WP - F(Gwynedd) - SOC - impact on business/tourism

WP - F(Gwynedd) - SOC - impact on farming/agriculture

WP - F(Gwynedd) - SOC - impact on properties/residents

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Q4. Do you have any comments on the development of the project?

CO - Information - insufficient/unhelpful

CO - Information - misleading/inaccurate

CO - More info requested

CO - People's feedback should be listened to

CO - Process - Challenge - communication/engagement

CO - Process - Challenge - NG does not listen to feedback

CO - Process - Challenge - scope (alternatives not considered)

CO - Process - Support - Welsh language use

Q4. Do you have any comments on the development of the project?

CO - Request - to be involved further

L - Plas Main

MS - Alternative suggested

MS - Support proposals

O - Editor's note - attachment

O - Editor's note - other

O - Introductory comment

O - No comment

O - Personal details included

O - Process request

O - Refer to other comment

O - Respondent's context

O - Response in Welsh

PPC - Challenge need case - uncertainty around New Wylfa/question need for Wylfa B

PPC - Oppose nuclear

PPC - Wylfa Newydd - support with caveats

ROA - Challenge proposals

ROA - Oppose overhead line

ROA - Reference to other schemes/North Wales is being treated unfairly

ROA - Underground - entire route

ROA - CST - cost should not be the main factor

ROA - ENV - impact on landscape/views

ROA - ENV - mitigation (landscape/views)

ROA - HSS - health impact

ROA - SOC - impact on business/tourism

ROA - SOC - impact on farming/agriculture

ROA - SOC - mitigation (business/tourism)

ROA - SOC - mitigation (compensation)

ROA - SOC - mitigation (properties/residents)

ROA - SOC - mitigation (use local workforce)

SOP - Prefer subsea

SOP - Prefer subsea - see other similar projects

SOP - Project cost - comments

WP - A - ENV - impact on biodiversity

WP - A - SOC - impact on property value/saleability

WP - All - oppose overhead line

WP - All - reference to other schemes/North Wales is being treated unfairly

WP - All - support

WP - All - underground the existing line

WP - All - underground the line

WP - All - CST- cost of undergrounding

WP - All - ENV - impact on views/landscape

WP - All - HSS - health impact

WP - All - SOC - impact on business/tourism

WP - All - SOC - impact on properties/residents

WP - All - SOC - impact on property value/saleability

WP - B - other comments

WP - B - support proposal with a caveat

WP - B - underground the line

WP - B - EDC - comments on pylon location

WP - B - ENV - impact on biodiversity

Q4. Do you have any comments on the development of the project?

| |
|---|
| WP - B - ENV - impact on noise levels |
| WP - B - ENV - impact on views/landscape |
| WP - B - HSS - EMF Impact |
| WP - B - SOC - impact on farming/agriculture |
| WP - B - SOC - impact on properties/residents |
| WP - B - SOC - impact on property value/saleability |
| WP - C - ENV - impact on views/landscape |
| WP - C - SOC - impact on property value/saleability |
| WP - D - alternative suggested |
| WP - D - ENV - dust/pollution |
| WP - D - ENV - impact on biodiversity |
| WP - D - ENV - impact on views/landscape |
| WP - D - HSS - EMF impact |
| WP - D - HSS - safety (terrorism/accident) |
| WP - D - SOC - impact on properties/residents |
| WP - D - SOC - impact on property value/saleability |
| WP - E - challenge selection process |
| WP - E - SOC - impact on business/tourism |
| WP - E - SOC - impact on properties/residents |
| WP - F(Gwynedd) - underground the existing line |

Q5. Any other comments?

Are there any other issues that you think are important which we should consider in developing our proposals, and why?

| |
|--|
| CO - Disagree with assumptions |
| CO - Events - comments |
| CO - Information - insufficient/unhelpful |
| CO - Information - misleading/inaccurate |
| CO - Information - sufficient/helpful |
| CO - Insufficient assessment |
| CO - More info requested |
| CO - More info/study - route |
| CO - People's feedback should be listened to |
| CO - Process - Challenge - call for judicial review/public inquiry |
| CO - Process - Challenge - communication/engagement |
| CO - Process - Challenge - NG does not listen to feedback |
| CO - Process - Challenge - scope (alternatives not considered) |
| CO - Process - Challenge - setting communities against each other |
| CO - Process - Challenge (general) |
| CO - Process - pressure on stakeholder resources |
| CO - Process - Support - communication / engagement |
| CO - Process - timeframe |
| CO - Request - to be involved further |
| CO - Suggestion for improvement |
| L - A4080 |
| L - A487 |
| L - A494 |
| L - A5 |
| L - A5025 |
| L - A55 |
| L - Amlwch |

Q5. Any other comments?**Are there any other issues that you think are important which we should consider in developing our proposals, and why?**

L - Arfon

L - B4547

L - Braint

L - Britannia Bridge

L - Bro Dawel

L - Bryn Ail

L - Bryncelli Ddu

L - Brynsiencyn Road

L - Caergeiliog

L - Capel Coch

L - Cefn Helyg Cyll

L - Cemaes

L - Cemlyn Bay

L - Cysgod y Twr

L - Dwyfor

L - Ffordd Fodolydd

L - Fodol Newydd

L - Fron-Deg

L - Gaer Farm

L - Garnedd Fawr

L - Gwynt y Mor

L - Hafodol Uchaf

L - Holyhead

L - Lake District

L - Llanbadrig

L - Llanddaniel

L - Llanddaniel Fab

L - Llanddaniel Road

L - Llandyfrydog

L - Llanfairpwll

L - Llangefni

L - Llyn Alaw

L - Llyn AONB

L - Mechell

L - Mynydd Bodafon AONB

L - Nant Y Garth

L - Newborough

L - Parc

L - Pentir

L - Plas Newydd

L - Rhosbothan

L - Rhosgoch

L - Rhosgoch Farm

L - Rhosybol

L - Snowdonia

L - Star

L - Tai Betws

L - Talwrn

L - Trawsfynydd

Q5. Any other comments?**Are there any other issues that you think are important which we should consider in developing our proposals, and why?**

L - Treglele

L - Tyddyn Fadog

L - Tyddyn Forgan

L - Tyddyn Isaf

L - Vaynol Estate

L - Y Felinheli

L - Ynys Mon

L - Ysgubor Hen

MS - Alternative suggested

MS - Further details/assessment

MS - Mitigation measures suggested

MS - Oppose overhead lines in Menai Strait

MS - Oppose proposals

MS - Other comments

MS - Support proposals

MS - Support proposals with caveat

MS - Underground the existing line

MS - Anglesey and Gwynedd SEC - EDC - design suggestion

MS - Anglesey SEC - alternative suggested

MS - Anglesey SEC - ENV - minimum impact

MS - EDC - impact on transport routes

MS - ENV - impact on biodiversity

MS - ENV - impact on cultural heritage

MS - ENV - impact on landscape and views

MS - Gwynedd SEC - ENV - minimum impact

MS - SOC - impact on business/tourism

MS - SOC - impact on properties/residents

MS - Tunnel construction - EDC - spoil

MS - Tunnel construction - EDC - suggestion

MS - Tunnel construction - ENV - impact on air quality

MS - Tunnel construction - ENV - impact on cultural heritage

MS - Tunnel construction - ENV - impact on noise levels

MS - Tunnel construction - HSS - suggestion

MS - Tunnel construction - SOC - impact on properties/residents

MS - Tunnel construction - TRA - impact on traffic/access

MS - Tunnel construction - TRA - suggestion

NG - Alternative suggested

NG - Pentir substation - ENV - mitigation comments

O - Campaign

O - Editor's note - attachment

O - Editor's note - illegible words

O - Editor's note - map

O - Editor's note - other

O - Editor's note - photos attached

O - Introductory comment

O - No comment

O - Personal details included

O - Process request

O - Refer to additional document / evidence / data

Q5. Any other comments?**Are there any other issues that you think are important which we should consider in developing our proposals, and why?**

O - Refer to another person's experience

O - Refer to attached map

O - Refer to attachment

O - Refer to other comment

O - Refer to previous correspondence

O - Refer to stakeholder / organisation view

O - Refer to wider public opinion

O - Respondent's context

O - Response in Welsh

O - Summary of proposals

PPC - Challenge need case - uncertainty around New Wylfa/question need for Wylfa B

PPC - Comment about climate change

PPC - Comment on National Grid

PPC - Comment/suggestion re programme approach

PPC - Comments on Holford Rules

PPC - Comments on Wylfa B

PPC - Compare with other projects

PPC - Energy security / supply

PPC - Link to wider policies

PPC - Oppose nuclear

PPC - Wylfa Newydd - support

PPC - Wylfa Newydd - support with caveats

ROA - Alternative suggested

ROA - Alternatives - follow the existing line

ROA - Challenge proposals

ROA - Challenge proposals - has not considered other schemes

ROA - Cumulative impact

ROA - Interaction with existing / future infrastructure

ROA - Mitigation

ROA - Oppose overhead line

ROA - Other comments - consenting regimes

ROA - Reference to other schemes/North Wales is being treated unfairly

ROA - Stakeholder - no comment/no concerns at this stage

ROA - Underground - consider/in specific areas

ROA - Underground - entire route

ROA - Underground - existing line

ROA - CST - cost of undergrounding

ROA - CST - cost should not be the main factor

ROA - EDC - further details/assessment

ROA - EDC - mitigation (construction)

ROA - EDC - other comment / suggestion

ROA - EDC - Pylon type - comments

ROA - EDC - undergrounding

ROA - ENV - further details/assessment

ROA - ENV - geology/hydrogeology

ROA - ENV - impact on air quality

ROA - ENV - impact on biodiversity

ROA - ENV - impact on cultural heritage

ROA - ENV - impact on designated sites

Q5. Any other comments?**Are there any other issues that you think are important which we should consider in developing our proposals, and why?**

ROA - ENV - impact on landscape/views

ROA - ENV - impact on noise levels

ROA - ENV - impact on water quality/flood risk

ROA - ENV - mitigation (air quality)

ROA - ENV - mitigation (biodiversity)

ROA - ENV - mitigation (cultural heritage)

ROA - ENV - mitigation (landscape/views)

ROA - ENV - mitigation (water/flooding risk)

ROA - ENV - other comment

ROA - ENV - satisfied with assessment

ROA - HSS - EMF impact

ROA - HSS - further details/assessment

ROA - HSS - health impact

ROA - HSS - impact on emergency services (capacity)

ROA - HSS - impact on emergency services (response time)

ROA - HSS - mitigation measures suggested

ROA - HSS - safety (terrorism/accidents)

ROA - SOC - concern about influx of workers

ROA - SOC - further details/assessment

ROA - SOC - impact on business/tourism

ROA - SOC - impact on farming/agriculture

ROA - SOC - impact on properties/residents

ROA - SOC - impact on property value/saleability

ROA - SOC - impact on Welsh language/culture

ROA - SOC - mitigation (business/tourism)

ROA - SOC - mitigation (compensation)

ROA - SOC - mitigation (farming/agriculture)

ROA - SOC - mitigation (other socioeconomic impacts)

ROA - SOC - mitigation (properties/residents)

ROA - SOC - mitigation (Welsh language/culture)

ROA - SOC - mitigation (worker accommodation)

ROA - SOC - other socioeconomic impact

ROA - TRA - further details/assessment

ROA - TRA - impact on traffic/access

ROA - TRA - mitigation (traffic/access)

SOP - Alternative - suggestions

SOP - Prefer subsea

SOP - Prefer subsea - cheaper in the long run/worth the cost

SOP - Prefer subsea - invest in technological innovations

SOP - Prefer subsea - oppose overhead lines

SOP - Prefer subsea - protects biodiversity

SOP - Prefer subsea - protects landscape

SOP - Prefer subsea - safer

SOP - Prefer subsea - see other similar projects

SOP - Prefer subsea - socio economic benefits

SOP - Project cost - comments

WP - A - underground the line

WP - A - ENV - impact on biodiversity

WP - A - ENV - impact on views/landscape

Q5. Any other comments?**Are there any other issues that you think are important which we should consider in developing our proposals, and why?**

WP - A - ENV - impact on views/landscape (cumulative)

WP - A - ENV - impact on views/landscape (no concern)

WP - A - SOC - impact on business/tourism

WP - A - SOC - impact on properties/residents

WP - A - SOC - impact on property value/saleability

WP - All - alternative requested

WP - All - alternative suggested

WP - All - cumulative impact

WP - All - insufficient assessment

WP - All - oppose overhead line

WP - All - reference to other schemes/North Wales is being treated unfairly

WP - All - underground the existing line

WP - All - underground the line

WP - All - CST- cost of undergrounding

WP - All - CST- cost should not be the main factor

WP - All - ENV - impact on biodiversity

WP - All - ENV - impact on cultural heritage

WP - All - ENV - impact on designated sites

WP - All - ENV - impact on noise levels

WP - All - ENV - impact on views/landscape

WP - All - ENV - impact on views/landscape (cumulative)

WP - All - ENV - mitigation measures suggested

WP - All - ENV - other environmental impact

WP - All - HSS - EMF impact

WP - All - HSS - health impact

WP - All - HSS - safety (terrorism/accidents)

WP - All - SOC - cumulative impact

WP - All - SOC - impact on business/tourism

WP - All - SOC - impact on farming/agriculture

WP - All - SOC - impact on properties/residents

WP - All - SOC - impact on property value/saleability

WP - All - SOC - impact on Welsh language/culture

WP - All - SOC - mitigation measures suggested

WP - All - SOC - other socioeconomic impact

WP - All - TRA - impact on traffic/access

WP - B - alternative requested

WP - B - alternative suggested

WP - B - oppose proposal

WP - B - underground the line

WP - B - CST - cost of undergrounding

WP - B - ENV - impact on biodiversity

WP - B - ENV - impact on cultural heritage

WP - B - ENV - impact on noise levels

WP - B - ENV - impact on views/landscape

WP - B - ENV - impact on views/landscape (cumulative)

WP - B - ENV - impact on views/landscape (no concern)

WP - B - ENV - other environmental impact

WP - B - HSS - EMF Impact

WP - B - HSS - health impact

Q5. Any other comments?**Are there any other issues that you think are important which we should consider in developing our proposals, and why?**

WP - B - HSS - safety (terrorism/accidents)

WP - B - SOC - impact on business/tourism

WP - B - SOC - impact on farming/agriculture

WP - B - SOC - impact on properties/residents

WP - B - SOC - impact on property value/saleability

WP - B - TRA - comments on proposals

WP - C - alternative suggested

WP - C - oppose overhead line (general)

WP - C - underground the line

WP - C - ENV - impact on biodiversity

WP - C - ENV - impact on noise levels

WP - C - ENV - impact on views/landscape

WP - C - ENV - other environmental impact

WP - C - SOC - impact on business/tourism

WP - C - SOC - impact on properties/residents

WP - C - SOC - impact on property value/saleability

WP - C - TRA - impact on traffic/access

WP - D - alternative suggested

WP - D - cumulative impact

WP - D - oppose proposal

WP - D - underground the line

WP - D - ENV - further details/assessment

WP - D - ENV - impact on views/landscape

WP - D - ENV - impact on views/landscape (cumulative)

WP - D - ENV - mitigation (cultural heritage)

WP - D - ENV - mitigation (noise pollution)

WP - D - ENV - other environmental impact

WP - D - ENV - sufficient mitigation

WP - D - HSS - EMF impact

WP - D - HSS - health impact

WP - D - HSS - safety (terrorism/accident)

WP - D - SOC - impact on properties/residents

WP - D - SOC - impact on property value/saleability

WP - D - TRA - comment on proposal

WP - E - alternative requested

WP - E - alternative suggested

WP - E - alternative suggested (follow the existing route)

WP - E - challenge selection process

WP - E - oppose proposal

WP - E - pylon suggested relocation

WP - E - support with caveats

WP - E - underground the line

WP - E - underground the line (cheaper in the long run)

WP - E - underground the line (impact of future development)

WP - E - CST - cost of undergrounding

WP - E - ENV - impact on biodiversity

WP - E - ENV - impact on cultural heritage

WP - E - ENV - impact on views/landscape

WP - E - ENV - impact on views/landscape (cumulative impact)

Q5. Any other comments?**Are there any other issues that you think are important which we should consider in developing our proposals, and why?**

| |
|--|
| WP - E - ENV - mitigation measures suggested |
| WP - E - HSS - EMF impact |
| WP - E - HSS - health impact |
| WP - E - SOC - impact on business/tourism |
| WP - E - SOC - impact on farming/agriculture |
| WP - E - SOC - impact on properties/residents |
| WP - E - SOC - impact on property value/saleability |
| WP - E - SOC - mitigation |
| WP - E - TRA - comments on proposal |
| WP - F - support with caveats |
| WP - F - ENV - impact on views/landscape |
| WP - F - TRA - comments on proposal |
| WP - F(Gwynedd) - oppose proposals |
| WP - F(Gwynedd) - underground the line |
| WP - F(Gwynedd) - ENV - impact on cultural heritage |
| WP - F(Gwynedd) - ENV - impact on noise levels |
| WP - F(Gwynedd) - ENV - impact on views/landscape |
| WP - F(Gwynedd) - ENV - impact on views/landscape (cumulative) |
| WP - F(Gwynedd) - SOC - impact on business/tourism |
| WP - F(Gwynedd) - SOC - impact on properties/residents |
| WP - F(Gwynedd) - TRA - comment on proposal |
| WP - F(Gwynedd) - TRA - impact on traffic/access |
| WP - F(Gwynedd) - TRA - suggestion |

Q6. Do you have any comments on the consultation process?**Has the information presented been useful in helping you respond to this consultation?****I do not know / No / Yes**

| |
|---|
| CO - Events - comments |
| CO - Information - insufficient/unhelpful |
| CO - Information - misleading/inaccurate |
| CO - Information - sufficient/helpful |
| CO - Materials - unhelpful |
| CO - People's feedback should be listened to |
| CO - Process - Challenge - communication/engagement |
| CO - Process - Challenge - land surveys |
| CO - Process - Challenge - NG does not listen to feedback |
| CO - Process - Challenge - previous consultation |
| CO - Process - Challenge - scope (alternatives not considered) |
| CO - Process - Challenge - setting communities against each other |
| CO - Process - Challenge (general) |
| CO - Process - timeframe |
| CO - Suggestion for improvement |
| L - A55 |
| L - Arfon |
| L - Fron Deg |
| L - Fron Isaf |
| L - Llanfihangel Esceifiog |
| L - Llwyn Ogan |
| MS - Alternative suggested |

**Q6. Do you have any comments on the consultation process?
Has the information presented been useful in helping you respond to this consultation?
I do not know / No / Yes**

| |
|--|
| MS - Underground the existing line |
| O - Editor's note - attachment |
| O - Introductory comment |
| O - No comment |
| O - Process request |
| O - Refer to other comment |
| O - Respondent's context |
| O - Response in Welsh |
| PPC - Comments on Holford Rules |
| PPC - Oppose nuclear |
| ROA - Challenge proposals - question base |
| ROA - Reference to other schemes/North Wales is being treated unfairly |
| ROA - Underground - entire route |
| ROA - CST - cost should not be the main factor |
| ROA - SOC - mitigation (compensation) |
| SOP - Prefer subsea - cheaper in the long run/worth the cost |
| SOP - Prefer subsea - see other similar projects |
| SOP - Project cost - comments |
| WP - All - oppose overhead line |
| WP - All - HSS - health impact |
| WP - All - HSS - safety (terrorism/accidents) |
| WP - All - SOC - impact on properties/residents |
| WP - B - underground the line |
| WP - B - SOC - impact on business/tourism |
| WP - B - SOC - impact on properties/residents |
| WP - C - ENV - impact on noise levels |
| WP - C - HSS - EMF impact |
| WP - C - SOC - impact on properties/residents |
| WP - E - oppose proposal |
| WP - E - underground the line |
| WP - E - underground the line (cheaper in the long run) |
| WP - E - underground the line (impact of future development) |
| WP - E - ENV - impact on views/landscape |
| WP - E - SOC - impact on business/tourism |
| WP - E - SOC - impact on properties/residents |

national**grid**

6.2.35

Appendix 35

s42 PIL Consultation Letters (English)

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

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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]

05/10/2016

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] MRICS
Senior Surveyor
North Wales Connection

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

10/10/2016

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear [REDACTED]

North Wales Connection Project – connecting new nuclear generation at Wylfa Newydd

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Thank you for your attention to this matter, we look forward to hearing from you soon.

Yours sincerely

[REDACTED]

[REDACTED] MRICS
Senior Surveyor
North Wales Connection

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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]
[REDACTED]

11/10/2016

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 |
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| 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 |
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| Rhosybol School Community Hall LL68 9PP | Saturday 05 November | 10am-4pm |
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| VEHICLE EVENTS | | |
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| 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] MRICS
Senior Surveyor
North Wales Connection

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]
[REDACTED]

12/10/2016

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
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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

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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.

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Thank you for your attention to this matter, we look forward to hearing from you soon.

Yours sincerely

[REDACTED]

[REDACTED] MRICS
Senior Surveyor
North Wales Connection

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

14/10/2016

Dear [REDACTED]

North Wales Connection Project – connecting new nuclear generation at Wylfa Newydd

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Thank you for your attention to this matter, we look forward to hearing from you soon.

Yours sincerely



[REDACTED] MRICS
Senior Surveyor
North Wales Connection

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

03/11/2016

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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

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Thank you for your attention to this matter, we look forward to hearing from you soon.

Yours sincerely

[REDACTED]

[REDACTED] MRICS
Senior Surveyor
North Wales Connection

Our Ref: 140943 / 5032

Please direct any questions to:

4th April 2017

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire, CW1 6UY



Freephone: [Redacted]
Email: [Redacted]

**North Wales Connection Project – connecting new nuclear generation at Wylfa Newydd
Consultation under section 42 of the Planning Act 2008**

We are writing to update you on the North Wales Connection Project, the second electricity link between Wylfa power station and Pentir, for which National Grid will be submitting an application for development consent later this year.

During the consultation process at the end of 2016, we spoke to the local community, including landowners and tenants, about our proposals and the feedback we have received has informed the development of our plans. As a result of the feedback which was provided to us, a number of changes have been introduced to our proposals. We are writing to you because we believe that you have a legal interest in land that may be affected by these proposals. Further information about the proposals can be found on our website www.northwalesconnection.com including the consultation materials from the Autumn 2016 consultation.

Between 4 April 2017 and 3 May 2017 we are running a further consultation and welcome your comments regarding our revised proposals. All feedback must be received by **3 May 2017**. This can be done in a number of ways:

- Contact our Community Relations Team (0800 990 3567)
- Email us at nationalgrid@northwalesconnection.com
- Write to FREEPOST NATIONAL GRID NW CONNECTION

Your feedback is really important to us and will help us shape our thinking, so please have your say.

You will be contacted shortly by National Grid's Lands Team who will offer for a meeting to take place with you to discuss the changes in your area. Unfortunately, not all of the initial consultation feedback has resulted in a change to our proposals. The reasons why proposals have remained unchanged in certain areas will also be explained if required.

Please be aware that this is likely to be our last consultation on the North Wales Connection Project before we apply for consent.

In the meantime, if you have any queries, please contact our Lands Team on [Redacted].

Yours sincerely



Senior Project Manager

Securing our energy supply for future generations.

Our Ref: 140943 / 1351, 5077

2nd June 2017

Dalcour Maclaren
The Quadrangle
Crewe Hall
West Road
Crewe
Cheshire
CW1 6UY

**North Wales Connection Project - connecting new nuclear generation at Wylfa Newydd
Consultation under Section 42 of the Planning Act 2008**

We are writing to update you on the North Wales Connection Project, the second electricity link between Wylfa power station and Pentir, for which National Grid will be submitting an application for development consent later this year.

As you know, during the previous statutory consultation processes, we spoke to the local community, including landowners and tenants, about our proposals and the feedback we have received has informed the development of our plans. As a result of the feedback provided to us, a number of changes have been introduced to our proposals. A plan showing the proposed area(s) of your land affected by the project is enclosed for your information. We are writing to you because there has been a change to our proposals in respect of your land, such that our proposals would affect a further part of your land interest(s). General information about the project is available on the project website www.northwalesconnection.com.

We are now running a further consultation period on these changes and welcome your comments regarding our revised proposals. We would be grateful if your views could be submitted to us by **3rd July 2017** as this will allow us to consider these in advance of submitting our proposals to the Planning Inspectorate for consideration later this year. Your feedback can be submitted in a number of ways:

- Contact our Lands Team [REDACTED]
- Email us at [REDACTED]
- Write to Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Please be aware that this is our last planned consultation on the North Wales Connection Project before we apply for consent. However there will be further chances for you to comment on our proposals during the consenting process.

You will be contacted shortly by National Grid's Lands Team to discuss the changes affecting your land. Unfortunately, we have not been able to make all of the changes which have been requested. We would be pleased to discuss the changes which have been made and the reasoning behind the design on your land holding.

In the meantime if you have any questions please contact our Lands Team on [REDACTED]

Yours sincerely,

[REDACTED]
Senior Project Manager

Securing our energy supply for future generations.

Ref: 140943/ 1381.1

Date: 27th October 2017

Dalcour Maclaren
The East Wing
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire
CW1 6UY

**North Wales Connection Project - connecting new nuclear generation at Wylfa Newydd
Consultation under Section 42 of the Planning Act 2008**

We are writing to you regarding the North Wales Connection Project, the second electricity link between Wylfa power station and Pentir, for which National Grid will be submitting an application for development consent next year.

Following a number of rounds of consultation on the project, and further detailed environmental and design work, changes to the project have been made and we believe our proposals now affect your land holding. A plan showing the proposed area(s) of your land affected by the project is enclosed for your information. General information about the project is available on the project website www.northwalesconnection.com.

We are now running a further consultation period on the proposals and welcome your comments regarding our proposals. We would be grateful if your views could be submitted to us by **30 November 2017** as this will allow us to properly consider these in advance of submitting our proposals to the Planning Inspectorate for consideration. Feedback can be submitted in a number of ways:

- Contact our Lands Team ([REDACTED]);
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If you would like any further information about this project please contact Dalcour Maclaren using the contact details above.

Yours sincerely,

[REDACTED]
Senior Project Manager

Securing our energy supply for future generations.

Ref: 140943/ 3

Date: 27th October 2017



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The Quadrangle
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**North Wales Connection Project - connecting new nuclear generation at Wylfa Newydd
Consultation under Section 42 of the Planning Act 2008**

We are writing to update you on the North Wales Connection Project, the second electricity link between Wylfa power station and Pentir, for which National Grid will be submitting an application for development consent next year.

As you know, during the previous statutory consultation processes, we spoke to the local community, including landowners and tenants, about our proposals and the feedback we have received has informed the development of our plans. As a result of the feedback provided to us, a number of changes have been introduced to our proposals. A plan showing the proposed area(s) of your land affected by the project is enclosed for your information. We are writing to you because there has been a change to our proposals in respect of your land, such that our proposals would affect a further part of your land interest(s). General information about the project is available on the project website www.northwalesconnection.com.

We are now running a further consultation period on these changes and welcome your comments regarding our revised proposals. We would be grateful if your views could be submitted to us by **30 November 2017** as this will allow us to consider these in advance of submitting our proposals to the Planning Inspectorate for consideration. Your feedback can be submitted in a number of ways:

- Contact our Lands Team [REDACTED];
- Email us at [REDACTED];
- Write to Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Please be aware that this is our last planned consultation on the North Wales Connection Project before we apply for consent. However there will be further chances for you to comment on our proposals during the consenting process.

You will be contacted shortly by National Grid's Lands Team to discuss the changes affecting your land. Unfortunately, we have not been able to make all of the changes which have been requested. We would be pleased to discuss the changes which have been made and the reasoning behind the design on your land holding.

In the meantime if you have any questions please contact our Lands Team on [REDACTED].

Yours sincerely,

[REDACTED]
Senior Project Manager

Securing our energy supply for future generations.

Our Ref: 140943
Your Ref: 1845, 2090, 2476

Please direct any questions to:

3rd April 2018

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire
CW1 6UY



Freephone: [REDACTED]

Email:- [REDACTED]



**North Wales Connection Project - connecting new nuclear generation at Wylfa Newydd
Notification under Section 42 of the Planning Act 2008**

We are writing to update you on the North Wales Connection Project, the second electricity link between Wylfa power station and Pentir, for which National Grid will be submitting an application for development consent this year.

As you know, during the previous statutory consultation processes, we spoke to the local community, including landowners and tenants, about our proposals and the feedback we have received has informed the development of our plans. As a result of the feedback provided to us, a number of changes have been introduced to our proposals. A plan showing the proposed area(s) of land affected by the project is enclosed for your information. We are writing to you because there has been a change to our proposals, such that our proposals would affect a further part of your land interest(s). General information about the project is available on the project website www.northwalesconnection.com.

If you have any comments regarding the change(s) to our proposals, we would be grateful if your views could be submitted to us by **4th May 2018** as this will allow us to consider these in advance of submitting our proposals to the Planning Inspectorate for consideration later this year. Your feedback can be submitted in a number of ways:

- Contact our Lands Team [REDACTED]
- Email us at [REDACTED]
- Write to Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Following submission of our application for a Development Consent Order to the Planning Inspectorate there will be further chances for you to comment on our proposals during the consenting process.

If you would like to discuss the changes which have been made, please contact our Lands Team on [REDACTED]

Yours sincerely,
[REDACTED]

Senior Project Manager

Securing our energy supply for future generations.



Our Ref: 140943
Your Ref: 232365

Please direct any questions to:

5th April 2018

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire
CW1 6UY



Freephone: [REDACTED]

Email:- [REDACTED]



**North Wales Connection Project - connecting new nuclear generation at Wylfa Newydd
Notification under Section 42 of the Planning Act 2008**

We are writing to update you on the North Wales Connection Project, the second electricity link between Wylfa power station and Pentir, for which National Grid will be submitting an application for development consent this year.

As you know, during the previous statutory consultation processes, we spoke to the local community, including landowners and tenants, about our proposals and the feedback we have received has informed the development of our plans. As a result of the feedback provided to us, a number of changes have been introduced to our proposals. A plan showing the proposed area(s) of land affected by the project is enclosed for your information. We are writing to you because there has been a change to our proposals, such that our proposals would affect a further part of your land interest(s). General information about the project is available on the project website www.northwalesconnection.com.

If you have any comments regarding the change(s) to our proposals, we would be grateful if your views could be submitted to us by **4th May 2018** as this will allow us to consider these in advance of submitting our proposals to the Planning Inspectorate for consideration later this year. Your feedback can be submitted in a number of ways:

- Contact our Lands Team [REDACTED]
- Email us at [REDACTED]
- Write to Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Following submission of our application for a Development Consent Order to the Planning Inspectorate there will be further chances for you to comment on our proposals during the consenting process.

If you would like to discuss the changes which have been made, please contact our Lands Team on [REDACTED]

Yours sincerely,



Senior Project Manager

Securing our energy supply for future generations.



Our Ref: 140943
Your Ref: 11444

Please direct any questions to:

27th April 2018

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire
CW1 6UY

Freephone: [REDACTED]
Email: [REDACTED]

**North Wales Connection Project - connecting new nuclear generation at Wylfa Newydd
Consultation under Section 42 of the Planning Act 2008**

We are writing to you regarding the North Wales Connection Project, the second electricity link between Wylfa power station and Pentir, for which National Grid will be submitting an application for development consent this year.

Following a number of rounds of consultation on the project, and further detailed environmental and design work, changes to the project have been made and we believe our proposals now affect land in which you have an interest. A plan showing the proposed area(s) of land affected by the project is enclosed for your information. General information about the project is available on the project website www.northwalesconnection.com.

We welcome your comments regarding our proposals and would be grateful if your views could be submitted to us by **1 June 2018** as this will allow us to properly consider these in advance of submitting our proposals to the Planning Inspectorate for consideration. Feedback can be submitted in a number of ways:

- Contact our Lands Team [REDACTED]
- Email us at [REDACTED]
- Write to Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Please be aware that this is our last planned consultation on the North Wales Connection Project before we apply for consent. However there will be further chances for you to comment on our proposals during the consenting process

If you would like any further information about this project, please contact Dalcour Maclaren using the contact details above.

Yours sincerely,
[REDACTED]
[REDACTED]
Senior Project Manager

Securing our energy supply for future generations.



Our Ref: 140943
Your Ref:

Please direct any questions to:

27th April 2018

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire
CW1 6UY



Freephone: [REDACTED]

Email: [REDACTED]



**North Wales Connection Project - connecting new nuclear generation at Wylfa Newydd
Notification under Section 42 of the Planning Act 2008**

We are writing to update you on the North Wales Connection Project, the second electricity link between Wylfa power station and Pentir, for which National Grid will be submitting an application for development consent this year.

As you know, during the previous statutory consultation processes, we spoke to the local community, including landowners and tenants, about our proposals and the feedback we have received has informed the development of our plans. As a result of the feedback provided to us, a number of changes have been introduced to our proposals. A plan showing the proposed area(s) of land affected by the project is enclosed for your information. We are writing to you because there has been a change to our proposals, such that our proposals may affect land within which we believe you have an interest. General information about the project is available on the project website www.northwalesconnection.com.

If you have any comments regarding the change(s) to our proposals, we would be grateful if your views could be submitted to us by **1st June 2018** as this will allow us to consider these in advance of submitting our proposals to the Planning Inspectorate for consideration later this year. Your feedback can be submitted in a number of ways:

- Contact our Lands Team [REDACTED]
- Email us at [REDACTED]
- Write to Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Following submission of our application for a Development Consent Order to the Planning Inspectorate there will be further chances for you to comment on our proposals during the consenting process.

If you would like to discuss the changes which have been made, please contact our Lands Team on [REDACTED]
[REDACTED]

Yours sincerely,
[REDACTED]

Senior Project Manager

Securing our energy supply for future generations.



Our Ref: 2188201
Your Ref: 12065 / 12117

Please direct any questions to:

4th May 2018

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire, CW1 6UY

Freephone: [REDACTED]
Email: [REDACTED]

**North Wales Connection Project - connecting new nuclear generation at Wylfa Newydd
Consultation under Section 42 of the Planning Act 2008**

We are writing to you regarding the North Wales Connection Project, the second electricity link between Wylfa power station and Pentir, for which National Grid will be submitting an application for development consent this year.

Following a number of rounds of consultation on the project, and further detailed environmental and design work, changes to the project have been made and we believe our proposals now affect land in which you have an interest. General information about the project is available on the project website www.northwalesconnection.com.

We welcome your comments regarding our proposals and would be grateful if your views could be submitted to us by **8th June 2018** as this will allow us to properly consider these in advance of submitting our proposals to the Planning Inspectorate for consideration. Feedback can be submitted in a number of ways:

- Contact our Lands Team [REDACTED];
- Email us at [REDACTED];
- Write to Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Please be aware that this is our last planned consultation on the North Wales Connection Project before we apply for consent. However there will be further chances for you to comment on our proposals during the consenting process

If you would like any further information about this project, please contact Dalcour Maclaren using the contact details above.

Yours sincerely,

[REDACTED]
[REDACTED]
Senior Project Manager

Securing our energy supply for future generations.

14 May 2018

[REDACTED]

Dalcour Maclaren
The Quadrangle
Crewe Hall
West Road
Crewe
Cheshire
CW1 6UY

[REDACTED]

**North Wales Connection Project - connecting new nuclear generation at Wylfa Newydd
Consultation under Section 42 of the Planning Act 2008**

We are writing to you regarding the North Wales Connection Project, the second electricity link between Wylfa power station, Anglesey and Pentir substation in Gwynedd, for which National Grid will be submitting an application for development consent later this year.

We are in discussions with landowners along the proposed route regarding the construction of the connection and want to make sure you are aware of the current proposals. From our enquiries, there is a possibility that you may be entitled to make a relevant claim for compensation as a result of the project's implementation, construction or operation.

Whilst National Grid is working towards a voluntary agreement with the owners directly affected by the proposed construction, an application for a Development Consent Order (DCO) is being prepared to secure all interests in land along the entire route. We are required to ensure that everyone with a potential interest is notified and as a result you will receive formal notice of the DCO in due course because your property is in proximity of the project. **For clarity I confirm that National Grid does not require any rights over your property.**

Should you wish to let us know your comments regarding our proposals, we would be grateful if your views could be submitted to us by **15 June 2018** as this will allow us to properly consider these in advance of submitting our proposals to the Planning Inspectorate for consideration. Feedback can be submitted in a number of ways:

- Contact our Lands Team [REDACTED]
- Email us at [REDACTED]
- Write to Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

If you would like any further information about this project, please contact Dalcour Maclaren using the contact details above. Details about the project history can be found on the project website at www.northwalesconnection.com/.

Yours sincerely,

[REDACTED]
Senior Project Manager

Securing our energy supply for future generations.



Our Ref: 2189030-9331

29 June 2018



Dalcour Maclaren
The Quadrangle
Crewe Hall
West Road
Crewe
Cheshire
CW1 6UY



**North Wales Connection Project - connecting new nuclear generation at Wylfa Newydd
Consultation under Section 42 of the Planning Act 2008**

We are writing to you regarding the North Wales Connection Project, the second electricity link between Wylfa power station, Anglesey and Pentir substation in Gwynedd, for which National Grid will be submitting an application for development consent later this year.

We are in discussions with landowners along the proposed route regarding the construction of the connection and want to make sure you are aware of the current proposals. From our enquiries, there is a possibility that you may be entitled to make a relevant claim for compensation as a result of the project's implementation, construction or operation.

Whilst National Grid is working towards a voluntary agreement with the owners directly affected by the proposed construction, an application for a Development Consent Order (DCO) is being prepared to secure all interests in land along the entire route. We are required to ensure that everyone with a potential interest is notified and as a result you will receive formal notice of the DCO in due course because your property is in proximity of the project. **For clarity I confirm that National Grid does not require any rights over your property.**

Should you wish to let us know your comments regarding our proposals, we would be grateful if your views could be submitted to us by **27 July 2018** as this will allow us to properly consider these in advance of submitting our proposals to the Planning Inspectorate for consideration. Feedback can be submitted in a number of ways:

- Contact our Lands Team [REDACTED]
- Email us at [REDACTED]
- Write to Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

If you would like any further information about this project, please contact Dalcour Maclaren using the contact details above. Details about the project history can be found on the project website at www.northwalesconnection.com/.

Yours sincerely,

[REDACTED]
Senior Project Manager

Securing our energy supply for future generations.

Our Ref: 140943
Your Ref: 13510

Please direct any questions to:

09 July 2018

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire
CW1 6UY

Freephone: [REDACTED]
Email: [REDACTED]

**North Wales Connection Project - connecting new nuclear generation at Wylfa Newydd
Consultation under Section 42 of the Planning Act 2008**

We are writing to you regarding the North Wales Connection Project, the second electricity link between Wylfa power station and Pentir, for which National Grid will be submitting an application for development consent this year.

Following a number of rounds of consultation on the project, and further detailed environmental and design work, changes to the project have been made and we believe our proposals now affect land in which you have an interest. A plan showing the proposed area(s) of land affected by the project is enclosed for your information. General information about the project is available on the project website www.northwalesconnection.com.

We welcome your comments regarding our proposals and would be grateful if your views could be submitted to us by **6th August 2018** as this will allow us to properly consider these in advance of submitting our proposals to the Planning Inspectorate for consideration. Feedback can be submitted in a number of ways:

- Contact our Lands Team [REDACTED]
- Email us at [REDACTED]
- Write to Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Please be aware that this is our last planned consultation on the North Wales Connection Project before we apply for consent. However there will be further chances for you to comment on our proposals during the consenting process

If you would like any further information about this project, please contact Dalcour Maclaren using the contact details above.

Yours sincerely,
[REDACTED]
[REDACTED]
Senior Project Manager

Securing our energy supply for future generations.



6.2.35

Appendix 35

s42 PIL Consultation Letters (Welsh)

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]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

05/10/2016

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 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

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 chyhoedduswydd 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

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

10/10/2016

[REDACTED]

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 chyhoedduswydd 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 |

| | | |
|--|--------------------------|---------------|
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| 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

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]

11/10/2016

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.

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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:

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- 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
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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:

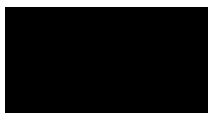
| Lleoliad | Dyddiad | Amser |
|---|-------------------------|---------------|
| DIGWYDDIADAU CYMUNEDOL | | |
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| Maes parcio Caffi Stesion y Llan, Llannerch-y-medd, LL71 8EU | Dydd Mawrth 01 Tachwedd | 12pm-2.30pm |

| | | |
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| Maes parcio Lon y Felin, Llangefni, LL77 7RT | Dydd Iau 10 Tachwedd | 12pm-2.30pm |
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| 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 |
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| 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

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]

12/10/2016

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.

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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

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Dyma'r digwyddiadau a gynhelir:

| Lleoliad | Dyddiad | Amser |
|---|-------------------------|---------------|
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| 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

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

[Address redacted]

14/10/2016

Annwyl [Name 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 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

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 |
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| GWIB-DDIGWYDDIADAU | | |
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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

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

03/11/2016



Annwyl

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

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- Cysylltu â'n Tîm Cysylltiadau Cymunedol a all bostio ffurflen ymateb atoch (0800 990 3567)
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- 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.

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Dyma'r digwyddiadau a gynhelir:

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| Ysgol Llanfairpwll, Ffordd Caergybi, LL61 5TX | Dydd Gwener 28 Hydref | 1.30pm-7.30pm |
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| Neuadd Gymuned Ysgol Rhosybol, LL68 9PP | Dydd Sadwrn 05 Tachwedd | 10am-4pm |
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| DIGWYDDIADAU CERBYD | | |
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| Maes parcio Llys Menai, Ffordd y Ffair, Porthaethwy, LL59 5QW | Dydd Sadwrn 29 Hydref | 12pm-2.30pm |
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| | | |
|--|--------------------------|---------------|
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| 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

Our Ref: 140943 / 5032

Cyfeiriwch unrhyw gwestiynau i:

4th Ebrill 2017

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire, CW1 6UY

Freephone: [REDACTED]
Email: [REDACTED]

**Prosiect Cysylltiad Gogledd Cymru – cysylltu ynni niwclear newydd a gynhyrchir yn Wylfa Newydd
Ymgynghoriad o dan adran 42 o Ddeddf Cynllunio 2008**

Rydym yn ysgrifennu i roi'r newyddion diweddaraf i chi am Brosiect Cysylltiad Gogledd Cymru, yr ail gysylltiad trydan rhwng atomfa'r Wylfa a Phentir. Bydd National Grid yn cyflwyno cais am ganiatâd datblygu ar gyfer y cysylltiad yn nes ymlaen eleni.

Yn ystod y broses ymgynghori tua diwedd 2016, buom yn siarad â'r gymuned leol, yn cynnwys perchnogion tir a thenantiaid, am ein cynlluniau ac mae'r ymateb a gawsom wedi ein helpu i ddatblygu ein cynlluniau. O ganlyniad i'r ymateb a gawsom, cyflwynwyd nifer o newidiadau i'n cynlluniau. Rydym yn ysgrifennu atoch chi am ein bod yn credu bod gennych fuddiant cyfreithiol mewn tir y gallai'r cynlluniau hyn effeithio arno. Mae rhagor o wybodaeth am y cynlluniau i'w gweld ar ein gwefan www.northwalesconnection.com yn cynnwys y deunyddiau ymgynghori o ymgynghoriad Hydref 2016.

Rhwng 4 Ebrill 2017 a 3 Mai 2017 rydym yn cynnal ymgynghoriad arall a byddem yn croesawu'ch sylwadau ar ein cynlluniau diwygiedig. Rhaid i ni dderbyn yr holl ymateb erbyn **3 Mai 2017**. Gellir cyflwyno'r ymateb mewn sawl ffordd:

- Cysylltu â'n Tîm Cysylltiadau Cymunedol (0800 990 3567).
- Anfon neges ebost atom yn nationalgrid@cysylltiadgogleddcymru.com
- Ysgrifennu atom yn FREEPOST NATIONAL GRID NW CONNECTION.

Mae'ch ymateb chi yn bwysig iawn i ni a bydd yn helpu i lywio ein syniadau, felly cofiwch ddweud eich dweud.

Bydd Tîm Tiroedd National Grid yn cysylltu â chi yn fuan ac yn cynnig trefnu cyfarfod gyda chi i drafod y newidiadau yn eich ardal. Gwaetha'r modd, nid yw pob eitem o ymateb i'r ymgynghoriad cyntaf wedi arwain at newidiadau i'n cynlluniau. Os bydd angen, fe wnawn ni esbonio pam na newidiwyd y cynlluniau mewn rhai ardaloedd.

Mae'n debygol mai hwn fydd ein hymgyngoriad olaf ar Brosiect Cysylltiad Gogledd Cymru cyn i ni wneud cais am ganiatâd.

Yn y cyfamser, os bydd gennych ryw gwestiwn, mae croeso i chi gysylltu â'r Tîm Tiroedd ar [REDACTED]

Yn gywir

[REDACTED]
Uwch Reolwr y Prosiect

Securing our energy supply for future generations.

Our Ref: 140943 / 1810

2nd Mehefin 2017

Dalcour Maclaren
The Quadrangle
Crewe Hall
West Road
Crewe
Cheshire
CW1 6UY

Prosiect Cysylltiad Gogledd Cymru – cysylltu ynni niwclear newydd a gynhyrchir yn Wylfa Newydd Ymgynghoriad o dan adran 42 o Ddeddf Cynllunio 2008

Rydym yn ysgrifennu i roi'r newyddion diweddaraf i chi am Brosiect Cysylltiad Gogledd Cymru, yr ail gysylltiad trydan rhwng gorsaf bŵer yr Wylfa a Phentir. Bydd National Grid yn cyflwyno cais am ganiatâd datblygu ar gyfer y cysylltiad yn nes ymlaen eleni.

Fel y gwyrddoch, yn ystod y prosesau ymgynghori statudol blaenorol, buom yn siarad â'r gymuned leol, yn cynnwys perchnogion a thenantiaid tir, am ein cynlluniau ac mae'r ymateb a gawsom wedi ein helpu i ddatblygu ein cynlluniau. O ganlyniad i'r ymateb a gawsom, cyflwynwyd nifer o newidiadau i'n cynlluniau. Amgaeaf, er gwybodaeth i chi, blun yn dangos y rhan(nau) o'ch tir y bwriedir i'r prosiect effeithio arni/arnynt. Rydym yn ysgrifennu atoch gan fod ein cynlluniau ar gyfer eich tir chi wedi newid ac y byddai ein cynlluniau yn effeithio ar ragor o'ch tir. Mae gwybodaeth gyffredinol am y prosiect i'w chael ar wefan y prosiect, www.cysylltiadgogleddcymru.com

Rydym yn cynnal cyfnod ymgynghori arall am y newidiadau hyn yn awr a byddem yn croesawu'ch sylwadau am ein cynlluniau diwygiedig. Byddem yn ddiolchgar pe gallech gyflwyno'ch sylwadau i ni erbyn **3 Gorffennaf 2017** gan y bydd hyn yn rhoi cyfle i ni eu hystyried cyn cyflwyno ein cynlluniau i'r Arolygiaeth Gynllunio i'w hystyried yn nes ymlaen eleni. Gellir cyflwyno'ch ymateb mewn sawl ffordd:

- Cysylltu â'n Tîm Tiroedd [REDACTED];
- Anfon neges ebost atom yn [REDACTED]
- Ysgrifennu at Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Hoffwn eich hysbysu mai hwn yw'r ymgynghoriad olaf y bwriadwn ei gynnal ar Brosiect Cysylltiad Gogledd Cymru cyn i ni wneud cais am ganiatâd. Fodd bynnag, bydd rhagor o gyfleoedd i chi gynnig sylwadau am ein cynlluniau yn ystod y broses ganiatáu.

Bydd Tîm Tiroedd National Grid yn cysylltu â chi cyn hir i drafod y newidiadau sy'n effeithio ar eich tir. Gwaetha'r modd, nid ydym wedi llwyddo i wneud yr holl newidiadau y gofynnwyd amdanynt. Byddem yn barod iawn i drafod y newidiadau a wnaed a'r rhesymeg y tu ôl i'r cynllun ar eich tir chi.

Yn y cyfamser, os bydd gennych ryw gwestiwn, mae croeso i chi gysylltu â'n Tîm Tiroedd ar [REDACTED]

Yn gywir,

[REDACTED]
Uwch Reolwr y Prosiect

Securing our energy supply for future generations.

Ein Cyf: 140943
Eich Cyf: 1845, 2090, 2476

Os oes gennych gwestiwn, cysylltwch â:

3^{ydd} Ebrill 2018

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire
CW1 6UY



Rhadffôn: [REDACTED]
Ebst: [REDACTED]



**Prosiect Cysylltiad Gogledd Cymru – cysylltu ynni niwclear newydd a gynhyrchir yn Wylfa Newydd
Hysbysiad o dan adran 42 o Ddeddf Cynllunio 2008**

Rydym yn ysgrifennu i roi'r newyddion diweddaraf i chi am Brosiect Cysylltiad Gogledd Cymru, yr ail gysylltiad trydan rhwng gorsaf bŵer yr Wylfa a Phentir. Bydd National Grid yn cyflwyno cais am ganiatâd datblygu ar gyfer y cysylltiad hwn eleni.

Fel y gwyrddoch, yn ystod y prosesau ymgynghori statudol blaenorol, buom yn siarad â'r gymuned leol, yn cynnwys perchnogion a thenantiaid tir, am ein cynlluniau ac mae'r ymateb a gawsom wedi ein helpu i ddatblygu ein cynlluniau. O ganlyniad i'r ymateb a gawsom, cyflwynwyd nifer o newidiadau i'n cynlluniau. Amgaeaf, er gwybodaeth i chi, blun yn dangos y darn(au) o dir y bwriedir i'r prosiect effeithio arno/arnynt. Rydym yn ysgrifennu atoch chi gan fod ein cynlluniau wedi newid ac y byddent yn effeithio ar ragor o'r tir y mae gennych fuddiant ynddo. Mae gwybodaeth gyffredinol am y prosiect i'w chael ar wefan y prosiect, www.cysylltiadgogleddcymru.com.

Os oes gennych ryw sylwadau am y newid(iadau) i'n cynlluniau, byddem yn ddiolchgar pe gallech eu cyflwyno i ni erbyn **4 Mai 2018** gan y bydd hyn yn rhoi cyfle i ni eu hystyried cyn cyflwyno ein cynlluniau i'r Arolygiaeth Gynllunio i'w hystyried yn nes ymlaen eleni. Gellir cyflwyno'ch ymateb mewn sawl ffordd:

- Cysylltu â'n Tîm Tiroedd [REDACTED];
- Anfon neges ebost atom yn [REDACTED]
- Ysgrifennu at Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Ar ôl i ni gyflwyno ein cais am Orchymyn Caniatâd Datblygu i'r Arolygiaeth Gynllunio, bydd rhagor o gyfle i chi gynnig sylwadau am ein cynlluniau yn ystod y broses ganiatáu.

Os hoffech drafod y newidiadau a wnaed, gallwch gysylltu â'n Tîm Tiroedd ar [REDACTED]

Yn gywir,
[REDACTED]
[REDACTED]

Uwch Reolwr y Prosiect

Securing our energy supply for future generations.

Ein Cyf: 140943
Eich Cyf: 232365

Os oes gennych gwestiwn, cysylltwch â:

5ed Ebrill 2018

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire
CW1 6UY

Rhadffôn: [REDACTED]

Ebost: [REDACTED]

**Prosiect Cysylltiad Gogledd Cymru – cysylltu ynni niwclear newydd a gynhyrchir yn Wylfa Newydd
Hysbysiad o dan adran 42 o Ddeddf Cynllunio 2008**

Rydym yn ysgrifennu i roi'r newyddion diweddaraf i chi am Brosiect Cysylltiad Gogledd Cymru, yr ail gysylltiad trydan rhwng gorsaf bŵer yr Wylfa a Phentir. Bydd National Grid yn cyflwyno cais am ganiatâd datblygu ar gyfer y cysylltiad hwn eleni.

Fel y gwyrddoch, yn ystod y prosesau ymgynghori statudol blaenorol, buom yn siarad â'r gymuned leol, yn cynnwys perchnogion a thenantiaid tir, am ein cynlluniau ac mae'r ymateb a gawsom wedi ein helpu i ddatblygu ein cynlluniau. O ganlyniad i'r ymateb a gawsom, cyflwynwyd nifer o newidiadau i'n cynlluniau. Amgaeaf, er gwybodaeth i chi, blun yn dangos y darn(au) o dir y bwriedir i'r prosiect effeithio arno/arnynt. Rydym yn ysgrifennu atoch chi gan fod ein cynlluniau wedi newid ac y byddent yn effeithio ar ragor o'r tir y mae gennych fuddiant ynddo. Mae gwybodaeth gyffredinol am y prosiect i'w chael ar wefan y prosiect, www.cysylltiadgogleddcymru.com.

Os oes gennych ryw sylwadau am y newid(iadau) i'n cynlluniau, byddem yn ddiolchgar pe gallech eu cyflwyno i ni erbyn **4 Mai 2018** gan y bydd hyn yn rhoi cyfle i ni eu hystyried cyn cyflwyno ein cynlluniau i'r Arolygiaeth Gynllunio i'w hystyried yn nes ymlaen eleni. Gellir cyflwyno'ch ymateb mewn sawl ffordd:

- Cysylltu â'n Tîm Tiroedd [REDACTED]
- Anfon neges ebost atom yn [REDACTED]
- Ysgrifennu at Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Ar ôl i ni gyflwyno ein cais am Orchymyn Caniatâd Datblygu i'r Arolygiaeth Gynllunio, bydd rhagor o gyfle i chi gynnig sylwadau am ein cynlluniau yn ystod y broses ganiatáu.

Os hoffech drafod y newidiadau a wnaed, gallwch gysylltu â'n Tîm Tiroedd ar [REDACTED]

Yn gywir,

[REDACTED]
[REDACTED]
Owch Reolwr y Prosiect

Securing our energy supply for future generations.

Ein Cyf: 140943
Eich Cyf: 11444

Os oes gennych gwestiwn, cysylltwch â:

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire, CW1 6UY

27^{ed} Ebrill 2018

Rhadffôn: [REDACTED]
Ebst:- [REDACTED]

Prosiect Cysylltiad Gogledd Cymru – cysylltu ynni niwclear newydd a gynhyrchir yn Wylfa Newydd Ymgynghoriad o dan adran 42 o Ddeddf Cynllunio 2008

Rydym yn ysgrifennu atoch ynglŷn â Phrosiect Cysylltiad Gogledd Cymru, yr ail gysylltiad trydan rhwng gorsaf bwŵer yr Wylfa a Phentir. Bydd National Grid yn cyflwyno cais am ganiatâd datblygu ar gyfer y cysylltiad hwn eleni.

Ar ôl ymgynghori ar y prosiect sawl gwaith a gwneud rhagor o waith amgylcheddol a dylunio manwl, gwnaed newidiadau i'r prosiect a chredwn fod ein cynlluniau presennol yn effeithio ar dir y mae gennych chi fuddiant ynddo. Amgaeaf, er gwybodaeth i chi, blun yn dangos y darn(au) o dir y bwriedir i'r prosiect effeithio arno/arnynt. Mae gwybodaeth gyffredinol am y prosiect i'w chael ar wefan y prosiect, www.cysylltiadgogleddcymru.com.

Byddem yn croesawu'ch sylwadau am ein cynlluniau a byddem yn ddiolchgar pe gallech eu cyflwyno i ni erbyn **1 Mehefin 2018** gan y bydd hyn yn rhoi cyfle i ni eu hystyried yn iawn cyn cyflwyno ein cynlluniau i'r Arolygiaeth Gynllunio i'w hystyried. Gellir cyflwyno ymateb mewn sawl ffordd:

- Cysylltu â'n Tîm Tiroedd [REDACTED]
- Anfon neges ebost atom yn [REDACTED]
- Ysgrifennu at Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Hoffwn eich hysbysu mai hwn yw'r ymgynghoriad olaf y bwriadwn ei gynnal ar Brosiect Cysylltiad Gogledd Cymru cyn i ni wneud cais am ganiatâd. Fodd bynnag, bydd rhagor o gyfleoedd i chi gynnig sylwadau am ein cynlluniau yn ystod y broses ganiatáu.

Os hoffech ragor o wybodaeth am y prosiect hwn, gallwch gysylltu â Dalcour Maclaren gan ddefnyddio'r manylion cysylltu uchod.

Yn gywir,

[REDACTED]

[REDACTED]

Uwch Reolwr y Prosiect

Securing our energy supply for future generations.

Ein Cyf: 140943
Eich Cyf: 9732

27^{ed} Ebrill 2018

Os oes gennych gwestiwn, cysylltwch â:

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire
CW1 6UY

Rhadffôn: [REDACTED]

Ebost: [REDACTED]

**Prosiect Cysylltiad Gogledd Cymru – cysylltu ynni niwclear newydd a gynhyrchir yn Wylfa Newydd
Hysbysiad o dan adran 42 o Ddeddf Cynllunio 2008**

Rydym yn ysgrifennu i roi'r newyddion diweddaraf i chi am Brosiect Cysylltiad Gogledd Cymru, yr ail gysylltiad trydan rhwng gorsaf bŵer yr Wylfa a Phentir. Bydd National Grid yn cyflwyno cais am ganiatâd datblygu ar gyfer y cysylltiad hwn eleni.

Fel y gwyrddoch, yn ystod y prosesau ymgynghori statudol blaenorol, buom yn siarad â'r gymuned leol, yn cynnwys perchnogion a thenantiaid tir, am ein cynlluniau ac mae'r ymateb a gawsom wedi ein helpu i ddatblygu ein cynlluniau. O ganlyniad i'r ymateb a gawsom, cyflwynwyd nifer o newidiadau i'n cynlluniau. Amgaeaf, er gwybodaeth i chi, blun yn dangos y darn(au) o dir y bwriedir i'r prosiect effeithio arno/arnynt. Rydym yn ysgrifennu atoch chi gan fod ein cynlluniau wedi newid ac y byddent yn effeithio ar ragor o'r tir y mae gennych fuddiant ynddo. Mae gwybodaeth gyffredinol am y prosiect i'w chael ar wefan y prosiect, www.cysylltiadgogleddcymru.com.

Os oes gennych ryw sylwadau am y newid(iadau) i'n cynlluniau, byddem yn ddiolchgar pe gallech eu cyflwyno i ni erbyn **1 Mehefin 2018** gan y bydd hyn yn rhoi cyfle i ni eu hystyried cyn cyflwyno ein cynlluniau i'r Arolygiaeth Gynllunio i'w hystyried yn nes ymlaen eleni. Gellir cyflwyno'ch ymateb mewn sawl ffordd:

- Cysylltu â'n Tîm Tiroedd [REDACTED]
- Anfon neges ebost atom yn [REDACTED]
- Ysgrifennu at Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Ar ôl i ni gyflwyno ein cais am Orchymyn Caniatâd Datblygu i'r Arolygiaeth Gynllunio, bydd rhagor o gyfle i chi gynnig sylwadau am ein cynlluniau yn ystod y broses ganiatáu.

Os hoffech drafod y newidiadau a wnaed, gallwch gysylltu â'n Tîm Tiroedd ar [REDACTED]

Yn gywir,

[REDACTED]
[REDACTED]
Uwch Reolwr y Prosiect

Securing our energy supply for future generations.

Ein Cyf: 2188201
Eich Cyf: 12065 / 12117

4th May 2018



Os oes gennych gwestiwn, cysylltwch â:

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire, CW1 6UY

Rhadffôn: [REDACTED]

Ebost: [REDACTED]



Prosiect Cysylltiad Gogledd Cymru – cysylltu ynni niwclear newydd a gynhyrchir yn Wylfa Newydd Ymgynghoriad o dan adran 42 o Ddeddf Cynllunio 2008

Rydym yn ysgrifennu atoch ynglŷn â Phrosiect Cysylltiad Gogledd Cymru, yr ail gysylltiad trydan rhwng gorsaf bŵer yr Wylfa a Phentir. Bydd National Grid yn cyflwyno cais am ganiatâd datblygu ar gyfer y cysylltiad hwn eleni.

Ar ôl ymgynghori ar y prosiect sawl gwaith a gwneud rhagor o waith amgylcheddol a dylunio manwl, gwnaed newidiadau i'r prosiect a chredwn fod ein cynlluniau presennol yn effeithio ar dir y mae gennych chi fuddiant ynddo. Mae gwybodaeth gyffredinol am y prosiect i'w chael ar wefan y prosiect, www.cysylltiadgogleddcymru.com.

Byddem yn croesawu'ch sylwadau am ein cynlluniau a byddem yn ddiolchgar pe gallech eu cyflwyno i ni erbyn yr **8fed o Fehefin 2018** gan y bydd hyn yn rhoi cyfle i ni eu hystyried yn iawn cyn cyflwyno ein cynlluniau i'r Arolygiaeth Gynllunio i'w hystyried. Gellir cyflwyno ymateb mewn sawl ffordd:

- Cysylltu â'n Tîm Tiroedd [REDACTED]
- Anfon neges ebost atom yn [REDACTED]
- Ysgrifennu at Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Hoffwn eich hysbysu mai hwn yw'r ymgynghoriad olaf y bwriadwn ei gynnal ar Brosiect Cysylltiad Gogledd Cymru cyn i ni wneud cais am ganiatâd. Fodd bynnag, bydd rhagor o gyfleoedd i chi gynnig sylwadau am ein cynlluniau yn ystod y broses ganiatáu.

Os hoffech ragor o wybodaeth am y prosiect hwn, gallwch gysylltu â Dalcour Maclaren gan ddefnyddio'r manylion cysylltu uchod.

Yn gywir,



Uwch Reolwr y Prosiect

Securing our energy supply for future generations.

Ein Cyf: 227857 - 13655

14 May 2018



Dalcour Maclaren
The Quadrangle
Crewe Hall
West Road
Crewe
Cheshire
CW1 6UY



Prosiect Cysylltiad Gogledd Cymru - cysylltu ynni niwclear newydd a gynhyrchir yn Wylfa Newydd Ymgynghoriad o dan adran 42 o Ddeddf Cynllunio 2008

Rydym yn ysgrifennu atoch ynglŷn â Phrosiect Cysylltiad Gogledd Cymru, yr ail gysylltiad trydan rhwng gorsaf bŵer yr Wylfa, Ynys Môn ac is-orsaf Pentir yng Ngwynedd. Bydd National Grid yn cyflwyno cais am ganiatâd datblygu ar gyfer y cysylltiad hwn yn nes ymlaen eleni.

Rydym mewn trafodaethau gyda pherchnogion tir ar hyd y llwybr y bwriedir ei ddilyn ynglŷn ag adeiladu'r cysylltiad a hoffem sicrhau eich bod yn ymwybodol o'r cynlluniau presennol. Yn ôl ein hymholiadau ni, mae posibilrwydd y gallech fod yn gymwys i wneud cais am iawndal o ganlyniad i waith cyflawni, adeiladu neu weithredu'r prosiect.

Er bod National Grid yn gweithio i gael cytundeb gwirfoddol gyda'r perchnogion y bydd y prosiect arfaethedig yn effeithio'n uniongyrchol arnynt, mae cais am Orchymyn Caniatâd Datblygu (DCO) yn cael ei baratoi er mwyn sicrhau pob buddiant mewn tir ar hyd y llwybr cyfan. Mae'n ofynnol i ni sicrhau bod pawb y gallai fod ganddynt fuddiant yn y tir yn cael gwybod hyn ac felly fe gewch hysbysiad ffurfiol o'r DCO maes o law gan fod eich eiddo chi yng nghyffiniau'r prosiect. **Er mwyn eglurdeb, gallaf gadarnhau nad yw National Grid yn mwynu unrhyw hawliau dros eich eiddo chi.**

Os dymunwch gyflwyno'ch sylwadau am ein cynlluniau i ni, byddem yn ddiolchgar pe gallech wneud hynny erbyn **15 Mehefin 2018** gan y bydd hyn yn rhoi cyfle i ni eu hystyried yn iawn cyn cyflwyno ein cynlluniau i'r Arolygiaeth Gynllunio i'w hystyried. Gellir cyflwyno ymateb mewn sawl ffordd:

- Cysylltu â'n Tîm Tiroedd [REDACTED]
- Anfon neges ebost atom yn [REDACTED]
- Ysgrifennu at Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Os hoffech ragor o wybodaeth am y prosiect hwn, gallwch gysylltu â Dalcour Maclaren gan ddefnyddio'r manylion cysylltu uchod. Mae manylion am hanes y prosiect i'w gweld ar wefan y prosiect www.cysylltiadgogleddcymru.com.

Yn gywir,



Uwch Reolwr y Prosiect

Securing our energy supply for future generations.

Ein Cyf: 2189030-9331

29 Mehefin 2018

Dalcour Maclaren
The Quadrangle
Crewe Hall
West Road
Crewe
Swydd Gaer / Cheshire
CW1 6UY

Prosiect Cysylltiad Gogledd Cymru - cysylltu ynni niwclear newydd a gynhyrchir yn Wylfa Newydd Ymgynghoriad o dan adran 42 o Ddeddf Cynllunio 2008

Rydym yn ysgrifennu atoch ynglŷn â Phrosiect Cysylltiad Gogledd Cymru, yr ail gysylltiad trydan rhwng gorsaf bŵer yr Wylfa, Ynys Môn ac is-orsaf Pentir yng Ngwynedd. Bydd National Grid yn cyflwyno cais am ganiatâd datblygu ar gyfer y cysylltiad hwn yn nes ymlaen eleni.

Rydym mewn trafodaethau gyda pherchnogion tir ar hyd y llwybr y bwriedir ei ddilyn ynglŷn ag adeiladu'r cysylltiad a hoffem sicrhau eich bod yn ymwybodol o'r cynlluniau presennol. Yn ôl ein hymholiadau ni, mae posibilrwydd y gallech fod yn gymwys i wneud cais am iawndal o ganlyniad i waith cyflawni, adeiladu neu weithredu'r prosiect.

Er bod National Grid yn gweithio i gael cytundeb gwirfoddol gyda'r perchnogion y bydd y prosiect arfaethedig yn effeithio'n uniongyrchol arnynt, mae cais am Orchymyn Caniatâd Datblygu (DCO) yn cael ei baratoi er mwyn sicrhau pob buddiant mewn tir ar hyd y llwybr cyfan. Mae'n ofynnol i ni sicrhau bod pawb y gallai fod ganddynt fuddiant yn y tir yn cael gwybod hyn ac felly fe gewch hysbysiad ffurfiol o'r DCO maes o law gan fod eich eiddo chi yng nghyffiniau'r prosiect. **Er mwyn eglurdeb, gallaf gadarnhau nad yw National Grid yn mynnu unrhyw hawliau dros eich eiddo chi.**

Os dymunwch gyflwyno'ch sylwadau am ein cynlluniau i ni, byddem yn ddiolchgar pe gallech wneud hynny erbyn **27 Gorffennaf 2018** gan y bydd hyn yn rhoi cyfle i ni eu hystyried yn iawn cyn cyflwyno ein cynlluniau i'r Arolygiaeth Gynllunio i'w hystyried. Gellir cyflwyno ymateb mewn sawl ffordd:

- Cysylltu â'n Tîm Tiroedd ([REDACTED])
- Anfon neges ebost atom yn [REDACTED]
- Ysgrifennu at Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Os hoffech ragor o wybodaeth am y prosiect hwn, gallwch gysylltu â Dalcour Maclaren gan ddefnyddio'r manylion cysylltu uchod. Mae manylion am hanes y prosiect i'w gweld ar wefan y prosiect www.cysylltiadgogleddcymru.com.

Yn gywir,

[REDACTED]
Uwch Reolwr y Prosiect

Securing our energy supply for future generations.

Ein Cyf: 140943
Eich Cyf: 13510

Os oes gennych gwestiwn, cysylltwch â:

09 Gorffennaf 2018

Dalcour Maclaren
The Quadrangle
Crewe Hall
Weston Road
Crewe
Cheshire, CW1 6UY

Rhadffôn: [REDACTED]
Ebst:- [REDACTED]

Prosiect Cysylltiad Gogledd Cymru – cysylltu ynni niwclear newydd a gynhyrchir yn Wylfa Newydd Ymgynghoriad o dan adran 42 o Ddeddf Cynllunio 2008

Rydym yn ysgrifennu atoch ynglŷn â Phrosiect Cysylltiad Gogledd Cymru, yr ail gysylltiad trydan rhwng gorsaf bŵer yr Wylfa a Phentir. Bydd National Grid yn cyflwyno cais am ganiatâd datblygu ar gyfer y cysylltiad hwn eleni.

Ar ôl ymgynghori ar y prosiect sawl gwaith a gwneud rhagor o waith amgylcheddol a dylunio manwl, gwnaed newidiadau i'r prosiect a chredwn fod ein cynlluniau presennol yn effeithio ar dir y mae gennych chi fuddiant ynddo. Amgaeaf, er gwybodaeth i chi, blun yn dangos y darn(au) o dir y bwriedir i'r prosiect effeithio arno/arnynt. Mae gwybodaeth gyffredinol am y prosiect i'w chael ar wefan y prosiect, www.cysylltiadgogleddcymru.com.

Byddem yn croesawu'ch sylwadau am ein cynlluniau a byddem yn ddiolchgar pe gallech eu cyflwyno i ni erbyn **6 Awst 2018** gan y bydd hyn yn rhoi cyfle i ni eu hystyried yn iawn cyn cyflwyno ein cynlluniau i'r Arolygiaeth Gynllunio i'w hystyried. Gellir cyflwyno ymateb mewn sawl ffordd:

- Cysylltu â'n Tîm Tiroedd [REDACTED]
- Anfon neges ebost atom yn [REDACTED]
- Ysgrifennu at Dalcour Maclaren, The Quadrangle, Crewe Hall, Weston Road, Crewe, Cheshire, CW1 6UY

Hoffwn eich hysbysu mai hwn yw'r ymgynghoriad olaf y bwriadwn ei gynnal ar Brosiect Cysylltiad Gogledd Cymru cyn i ni wneud cais am ganiatâd. Fodd bynnag, bydd rhagor o gyfleoedd i chi gynnig sylwadau am ein cynlluniau yn ystod y broses ganiatáu.

Os hoffech ragor o wybodaeth am y prosiect hwn, gallwch gysylltu â Dalcour Maclaren gan ddefnyddio'r manylion cysylltu uchod.

Yn gywir,

[REDACTED]

[REDACTED]

Uwch Reolwr y Prosiect

Securing our energy supply for future generations.

national**grid**

6.2.36

Appendix 36

Project Update, Spring 2017 (English)

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

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How your feedback helps us



Thanks for your feedback to our recent consultation.

We received over 1,800 responses and recognise there's a great strength of feeling about our proposals.

Some of the issues that you said are most important to you are:

- Putting the connection underground
- Effects on tourism and the local economy
- Our proposals near Star and the effect on views to Snowdonia
- Health and security
- A third bridge at the Menai Strait and putting cables on it

We also had feedback on how we could alter our plans in places to reduce effects on people and properties, such as moving specific pylons or access roads.

Isle of Anglesey County Council, Gwynedd Council and other important stakeholders also gave us their views.

It'll take a number of months to look in detail at all the feedback and review our proposals. Your valuable comments are helping us to see how we can reduce the effects of our proposals further.

In the meantime we'll address some of the themes raised in our blog and Q&A on our website.



What happens now?

We're reviewing all of the feedback to see if we can reduce the effect of our proposals.

You'll see our teams out and about surveying land and carrying out technical and ecological studies. We're also talking to landowners about the details of the route and meeting stakeholders.

We'll consider all of this information in the context of the obligations and policy placed upon us. It will take several months to do this and finalise our proposals.

Our application will bring together seven years of work, including technical, environmental and tourism studies, along with your feedback from three consultations.

We plan to submit our application in the autumn. The Planning Inspectorate will then take over and you'll have further opportunities to provide feedback. It will be up to the UK Government to decide if we've got the right balance between everything we need to consider.

Find out more online

Our 3D computer model and visualisations helped a lot of you to see what the proposed connection could look like. Visit our website for:


- Drive throughs along the route
- Visualisations of the second connection
- Interactive map of the proposals
- Pictures of our equipment
- Blogs and Q&As




Back to school

We've been putting school pupils in Amlwch, Llangefni and Bodedern through their paces with mock interviews, reviewing CVs and going along to careers events over the past few months. We've been impressed by the enthusiasm we've seen and hope we've inspired students to consider a career in engineering.

Get the latest news by contacting us, or by registering for updates on our website.

 Follow us on Twitter:
@NGNorthWales

 **www.northwalesconnection.com**

 **Freephone 0800 990 3567**
9am - 5pm, Monday - Friday

 **Direct mobile updates:**
Text NGCYM to 80800

 **nationalgrid@northwalesconnection.com**

 **FREEPOST NATIONAL GRID**
NW CONNECTION

6.2.36

Appendix 36

Project Update, Spring 2017 (Welsh)

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

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Sut mae'ch ymateb chi yn ein helpu ni



Diolch am eich ymateb i'n hymgyngoriad yn ddiweddar.

Cawsom dros 1,800 o ymatebion ac rydym yn sylweddoli bod pobl yn teimlo'n gryf iawn am ein cynlluniau. Dyma rai materion y dywedoch eu bod yn bwysig i chi:

- Rhoi'r cysylltiad o dan y ddaear
- Effeithiau ar dwristiaeth ac economi'r ardal
- Ein cynlluniau ger Star a'r effeithiau ar y golygfeydd i gyfeiriad Eryri
- Iechyd a diogelwch
- Trydedd bont dros Afon Menai a rhoi'r ceblau drosti

Cawsom ymateb hefyd yn ddweud y gallem addasu ein cynlluniau mewn rhai manau er mwyn lleihau'r effeithiau ar bobl ac eiddo, er enghraifft trwy symud rhai peilonau a lonydd mynediad neilltuol.

Cyflwynodd Cyngor Sir Ynys Môn, Cyngor Gwynedd a rhanddeiliaid pwysig eraill eu barn i ni hefyd.

Bydd yn cymryd rhai misoedd i edrych yn fanwl ar yr holl ymateb ac adolygu ein cynlluniau. Mae'ch sylwadau gwerthfawr yn ein helpu i weld sut y gallwn wneud mwy i leihau effeithiau ein cynlluniau.

Yn y cyfamser, byddwn yn mynd i'r afael â rhai o'r themâu a godwyd ar ein blog ac yn adran gwestiynau ein gwefan.



Beth sy'n digwydd rŵan?

Rydym yn edrych dros yr holl ymateb i weld a allwn leihau effeithiau ein cynlluniau.

Fe welwch ein timau yn yr ardal yn cynnal arolygon o'r tir ac astudiaethau technegol ac ecolegol. Rydym hefyd yn trafod manylion y llwybr gyda pherchnogion tir ac yn cyfarfod â rhanddeiliaid.

Byddwn yn ystyried yr holl wybodaeth yng nghyd-destun y rhwymedigaethau a'r polisiau perthnasol. Bydd yn cymryd rhai misoedd i wneud hyn ac i baratoi ein cynlluniau terfynol.

Bydd ein cais yn dwyn ynghyd saith mlynedd o waith, yn cynnwys astudiaethau technegol, amgylcheddol a thwristiaeth, ynghyd â'ch ymateb chi i'r tri ymgyngoriad a gynhaliwyd.

Bwriadwn gyflwyno ein cais yn yr hydref. Yna, bydd yr Arolygiaeth Gynllunio'n cymryd drosodd a chewch ragor o gyfle i gyflwyno ymateb. Llywodraeth y Deyrnas Unedig fydd yn penderfynu a ydym wedi taro'r cydbwysedd cywir rhwng popeth y mae angen i ni ei ystyried.

Cewch wybod rhagor ar ein gwefan

Roedd ein model cyfrifiadurol 3D a'n lluniau gwneud yn help i lawer ohonoch weld sut y gallai'r cysylltiad arfaethedig edrych.

EWCH I'N GWEFAN I WELD:

- Ffilmiau gyrru ar hyd y llwybr
- Lluniau gwneud o'r ail gysylltiad
- Map rhyngweithiol o'r cynlluniau
- Lluniau o'n hoffer
- Blogiau a Chwestiynau ac Atebion





Yn ôl i'r ysgol


Rydym wedi bod yn ceisio rhoi disgyblion ysgol yn Amlwch, Llangefni a Bodedern ar y llwybr cywir trwy gynnal ffug gyfweiliadau, adolygu CVs a mynd i ffeiriau gyrfaedd dros y misoedd diwethaf. Cawsom ein calonogi gan y brwdfrydedd a welsom a gobeithio ein bod wedi ysbrydoli myfyrwyr i ystyried gyrfa mewn peirianeg.


Cewch y newyddion diweddaraf trwy gysylltu â ni neu gofrestru ar ein gwefan.

 **Dilynwch ni ar Twitter:**
@NGNorthWales

 **Newyddion i'ch ffôn symudol:**
Tecstiwch NGCYM i 80800

 **www.cysylltiad**
gogleddcymru.com

 **nationalgrid@cysylltiad**
gogleddcymru.com

 **Rhadffôn 0800 990 3567**
9am - 5pm, Llun - Gwener

 **FREEPOST NATIONAL GRID**
NW CONNECTION

6.2.37

Appendix 37

Localised Consultation on Construction Transport Route Changes

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

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19 Mehefin 2017

Ymgynghoriad am newidiadau i lwybrau traffig adeiladu ar gyfer ail gysylltiad National Grid â Wylfa Newydd

Rydym yn cynnig y dylid gwneud rhai newidiadau i'r ffyrdd y bwriadwn eu defnyddio i wneud gwaith adeiladu'r ail linell uwchben ar gyfer Wylfa Newydd a gallai hyn effeithio arnoch chi.

Bydd y rhan fwyaf o'r offer y bydd arnom eu hangen i wneud y cysylltiad yn cael eu cario ar gerbydau nwyddau trwm (HGVs), fel lorïau. Bydd arnom angen cerbydau nwyddau ysgafn (LGVs) hefyd, fel faniau a cheir. Fe nodwyd y ffyrdd yr oeddem yn bwriadu eu defnyddio yn ein hymgynghoriad y llynedd, a gynhaliwyd rhwng 5 Hydref 2016 ac 16 Rhagfyr 2016.

Rydym wedi edrych ar yr holl ymateb a gawsom yn ystod ein hymgynghoriad y llynedd er mwyn ein helpu i ddeall yn well pa effeithiau y gallai'r cynlluniau eu cael ar yr ardal ac a oes ffyrdd o leihau'r effeithiau.

O ganlyniad i'r adolygiad hwn, rydym wedi gwneud rhai newidiadau i'n ffyrdd mynediad dros dro yn yr ardal. Mae hyn yn cynnwys llwybr ychwanegol i HGVs oddi ar yr A5205 i gyfeiriad hen atomfa'r Wylfa. Mae'r map amgaeedig yn dangos y ffordd y bwriadwn ei defnyddio.

Rydym yn ffyddiog na fydd hyn yn cael effaith fawr ar ddefnyddwyr y ffordd a byddwn yn cytuno ar gynllun rheoli traffig gyda Chyngor Sir Ynys Môn cyn i'r gwaith adeiladu ddechrau. Bydd hyn yn sicrhau na fydd cymaint o effaith ar draffig yn yr ardal, yn enwedig ar gyfnodau prysur. Os bydd ein prosiect yn cael caniatâd, ni fyddem yn disgwyl i'r gwaith adeiladu ddechrau cyn 2019.

Y camau nesaf

Byddem yn croesawu'ch sylwadau ar ein llwybr diwygiedig ar gyfer y traffig adeiladu. Gofynnir i chi gyflwyno unrhyw sylwadau sydd gennych cyn 21 Gorffennaf 2017, gan y bydd hyn yn rhoi digon o amser i ni eu hystyried yn iawn cyn cyflwyno'n cynlluniau i'r Arolygiaeth Gynllunio i gael eu hystyried yn nes ymlaen eleni.

Gallwch gyflwyno'ch sylwadau trwy:

- ≠ anfon neges ebost i nationalgrid@cysylltiadgogleddcymru.com
- ≠ ysgrifennu atom yn FREEPOST NATIONAL GRID NW CONNECTION

Os oes gennych gwestiynau am ein cynlluniau neu os hoffech ryw wybodaeth, gallwch ffonio ein tîm cysylltiadau cymunedol ar 0800 990 3567 neu fynd i'n gwefan www.cysylltiadgogleddcymru.com.

Yn gywir,



Uwch Reolwr y Prosiect

Sicrhau ein cyflenwad ynni ar gyfer cenedlaethau'r dyfodol.

19 June 2017

Consultation on changes to construction traffic routes for National Grid's second connection for Wylfa Newydd

We are proposing some changes to the roads we plan to use for construction of the second overhead line for Wylfa Newydd and this may affect you.

Most of the equipment we'll need to make the connection will be transported on heavy goods vehicles (HGVs), like lorries. We'll also need light goods vehicles (LGVs) like vans and cars. We put forward which roads we proposed to use in our consultation last year, which ran from 5 October 2016 to 16 December 2016.

We've looked at all of the feedback we received during our consultation last year to help us better understand what effects the proposals could have on the local area and if there are ways to reduce these.

As a result of this review, we've made some changes to our temporary access routes in the area. This includes an additional HGV route off the A5205 towards the old Wylfa Nuclear Power Station. The enclosed map shows the road we're proposing to use.

We're confident that this won't have a significant effect on road users and we'll agree a traffic management plan with Isle of Anglesey County Council before construction starts. This will make sure that any effects on local traffic are reduced, especially during busy periods. If our project is granted consent, we would expect construction to start in 2019 at the earliest.

Next steps

We'd welcome your comments on our revised construction traffic route. Please can you provide any comments you have before 21 July 2017, as this will allow us enough time to properly consider them before submitting our proposals to the Planning Inspectorate for consideration later this year.

You can provide any comments by:

- ≠ sending an email to nationalgrid@northwalesconnection.com
- ≠ writing to us at FREEPOST NATIONAL GRID NW CONNECTION

If you have any questions about our proposals, or would like some information, you can call our community relations team on 0800 990 3567 or visit our website www.northwalesconnection.com.

Yours sincerely,

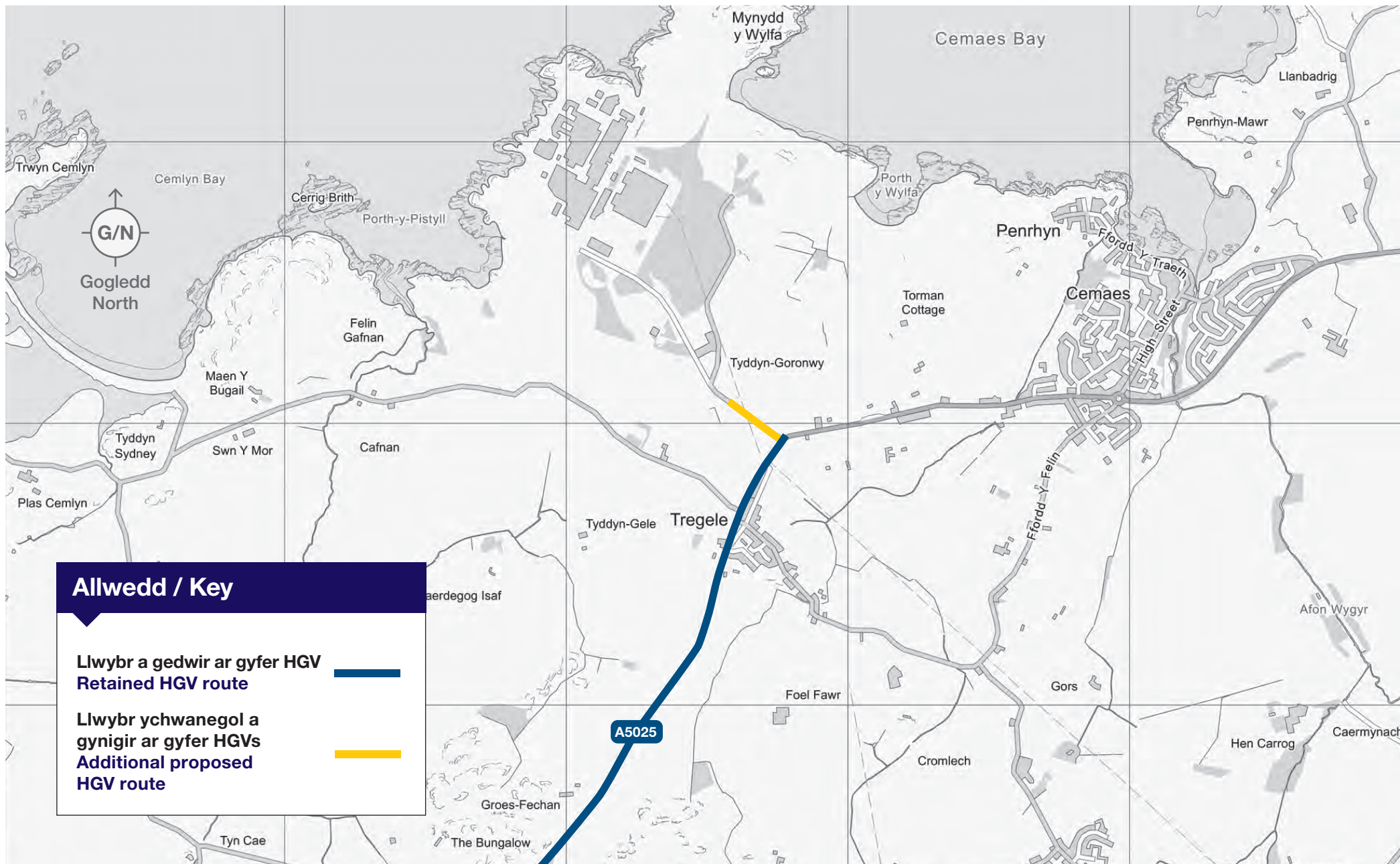



Senior Project Manager

Securing our energy supply for future generations.

Llwybr ychwanegol ar gyfer HGVs ger yr Wylfa

Additional HGV route near Wylfa



20 Mehefin 2017

Ymgynghoriad am newidiadau i lwybrau traffig adeiladu ar gyfer ail gysylltiad National Grid â Wylfa Newydd

Rydym yn cynnig y dylid gwneud rhai newidiadau i'r ffyrdd y bwriadwn eu defnyddio i wneud gwaith adeiladu'r ail linell uwchben ar gyfer Wylfa Newydd a gallai hyn effeithio arnoch chi.

Bydd y rhan fwyaf o'r offer y bydd arnom eu hangen i wneud y cysylltiad yn cael eu cario ar gerbydau nwyddau trwm (HGVs), fel lorïau. Bydd arnom angen cerbydau nwyddau ysgafn (LGVs) hefyd, fel faniau a cheir. Fe nodwyd y ffyrdd yr oeddem yn bwriadu eu defnyddio yn ein hymgyngoriad y llynedd, a gynhaliwyd rhwng 5 Hydref 2016 ac 16 Rhagfyr 2016.

Rydym wedi edrych ar yr holl ymateb a gawsom yn ystod ein hymgyngoriad er mwyn ein helpu i ddeall yn well pa effeithiau y gallai'r cynlluniau eu cael ar yr ardal ac a oes ffyrdd o leihau'r effeithiau.

O ganlyniad i hyn, rydym yn bwriadu defnyddio HGVs ar ffyrdd ger Rhos-y-bol lle'r oeddem yn meddwl o'r blaen mai dim ond LGVs ysgafnach y byddai angen eu defnyddio. Un rheswm dros hyn yw'r newidiadau eraill i'n llwybrau ar yr ynys a fydd yn ein galluogi i sicrhau bod ein cerbydau'n cael llai o effaith yn gyffredinol wrth gyrraedd ein safle adeiladu. Os bydd ein prosiect yn cael caniatâd, ni fyddem yn disgwyl i'r gwaith adeiladu ddechrau cyn 2019.

Yn ogystal, bydd angen i ni ddefnyddio rhan fach, ychwanegol o ffordd ger Rhos-goch ar gyfer HGVs. Mae hyn yn rhannol am fod pont isel ar y ffordd rhwng Rhos-goch a Rhos-y-bol. Mae'r map amgaeedig yn dangos y ffyrdd y bwriadwn eu defnyddio.

Y camau nesaf

Byddem yn croesawu'ch sylwadau ar ein llwybrau diwygiedig ar gyfer y traffig adeiladu. Gofynnir i chi gyflwyno unrhyw sylwadau sydd gennych cyn **21 Gorffennaf 2017**, gan y bydd hyn yn rhoi digon o amser i ni eu hystyried yn iawn cyn cyflwyno'n cynlluniau i'r Arolygiaeth Gynllunio i gael eu hystyried yn nes ymlaen eleni.

Gallwch gyflwyno'ch sylwadau trwy:

- ≠ anfon neges ebost i nationalgrid@cysylltiadgogleddcymru.com
- ≠ ysgrifennu atom yn FREEPOST NATIONAL GRID NW CONNECTION

Os oes gennych gwestiynau am ein cynlluniau neu os hoffech ryw wybodaeth, gallwch ffonio ein tîm cysylltiadau cymunedol ar 0800 990 3567 neu fynd i'n gwefan www.cysylltiadgogleddcymru.com.

Yn gywir,



Uwch Reolwr y Prosiect

Sicrhau ein cyflenwad ynni ar gyfer cenedlaethau'r dyfodol.

20 June 2017

Consultation on changes to construction traffic routes for National Grid's second connection for Wylfa Newydd

We are proposing some changes to the roads we plan to use for construction of the second overhead line for Wylfa Newydd and this may affect you.

Most of the equipment we'll need to make the connection will be transported on heavy goods vehicles (HGVs), like lorries. We'll also need light goods vehicles (LGVs) like vans and cars. We put forward which roads we proposed to use in our consultation last year, which ran from 5 October 2016 to 16 December 2016.

We've looked at all of the feedback we received during our consultation to help us better understand what effects the proposals could have on the local area and if there are ways to reduce these.

As a result of this, we're now proposing to use HGVs on routes near Rhosybol where we previously thought we would only need to use smaller LGVs. This is in part due to other changes to our routes on the island that will allow us to get our vehicles to our construction site with the least overall effects. If our project is granted consent, we would expect construction to start in 2019 at the earliest.

We also need to use a small, additional section of road near Rhosgoch for HGVs. This is in part because of a low-height bridge on the road between Rhosgoch and Rhosybol. The enclosed map shows the roads we are proposing to use.

Next steps

We'd welcome your comments on our revised construction traffic routes. Please can you provide any comments you have before **21 July 2017**, as this will allow us enough time to properly consider them before submitting our proposals to the Planning Inspectorate for consideration later this year.

You can provide any comments by:

- ≠ sending an email to nationalgrid@northwalesconnection.com
- ≠ writing to us at FREEPOST NATIONAL GRID NW CONNECTION

If you have any questions about our proposals, or would like some information, you can call our community relations team on 0800 990 3567 or visit our website www.northwalesconnection.com.

Yours sincerely,



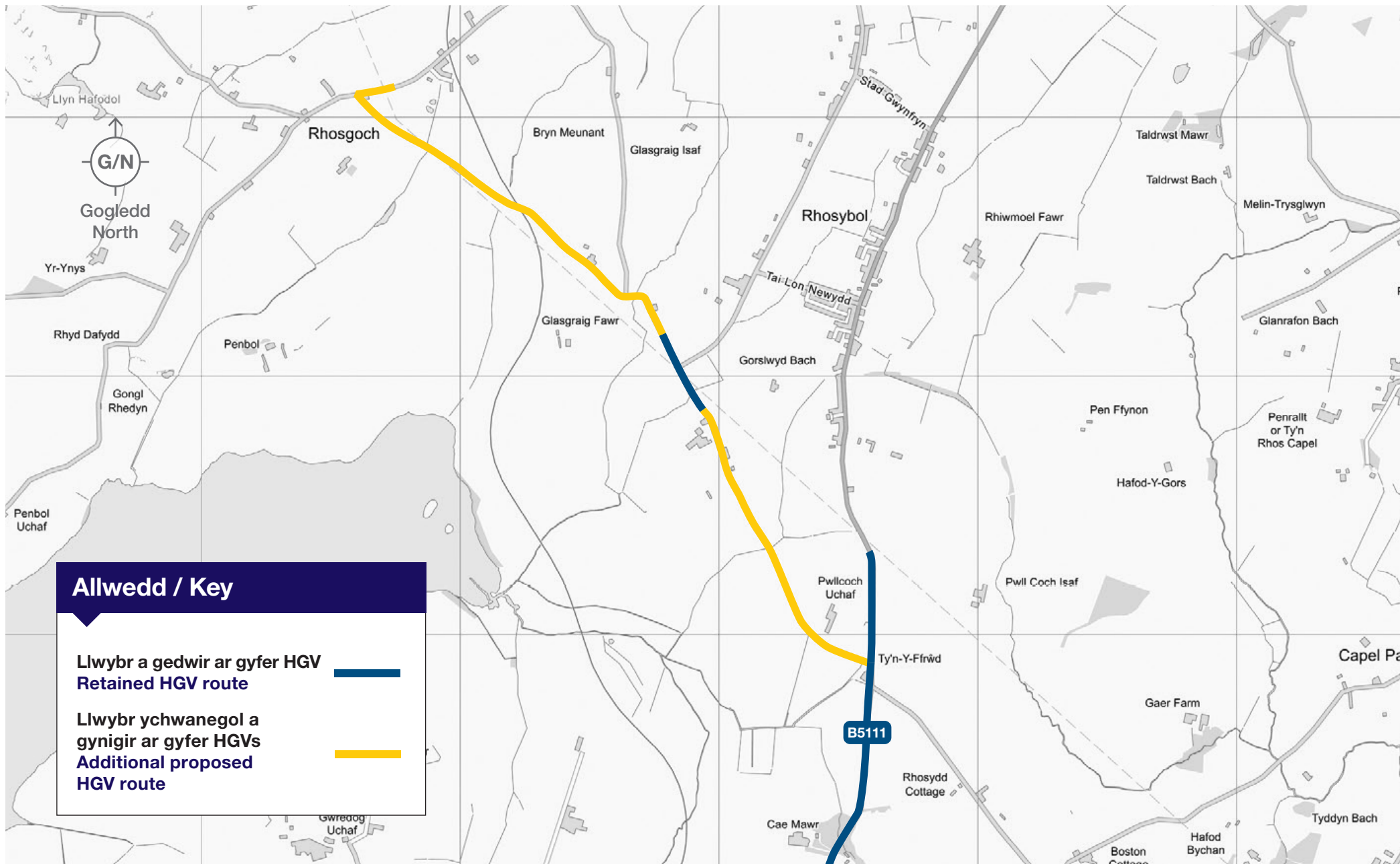

Senior Project Manager

Securing our energy supply for future generations.



Llwybrau ychwanegol ar gyfer HGVs ger Rhos-y-bol

Additional HGV routes near Rhosybol



Annwyl Breswlydd,

Ymgynghoriad am newidiadau i llwybrau traffig adeiladu ar gyfer ail gysylltiad National Grid â Wylfa Newydd

Rydym yn cynnig y dylid gwneud rhai newidiadau i'r ffyrdd y bwriadwn eu defnyddio ar gyfer gwaith adeiladu'r ail linell uwchben ar gyfer Wylfa Newydd a gallai hyn effeithio arnoch chi.

Bydd y rhan fwyaf o'r offer y bydd arnom eu hangen yn cael eu cario ar gerbydau nwyddau trwm (HGVs), fel lorïau. Bydd arnom angen faniau a cheir i gario gweithwyr yn ôl a blaen i'r safle hefyd.

Rydym yn bwriadu defnyddio llwybrau sy'n cael cyn lleied o effaith ag y bo modd ar drigolion yr ardal a phobl sy'n defnyddio'r ffyrdd. Credwn y bydd y gwaith adeiladu'n cymryd dwy flynedd neu dair a, hyd yn oed ar ein hamser prysuraf, ychydig iawn o gynnydd fyddai yn y traffig.

Llangefni a Llannerch-y-medd

Nodwyd y ffyrdd yr oeddem yn bwriadu eu defnyddio yn ein hymgynghoriad y llynedd, a gynhaliwyd rhwng 5 Hydref ac 16 Rhagfyr 2016. Yn eu hymateb i'r ymgynghoriad, awgrymodd adran drafnidiaeth Cyngor Sir Ynys Môn newidiadau i'r llwybrau hyn.

Roeddem ni wedi awgrymu'r A55 a'r B5112 i Llannerch-y-medd. Ond awgrymodd y cyngor y dylid defnyddio'r ffordd rhwng Llangefni a Llannerch-y-medd, trwy Llangefni ar hyd Stryd y Bont, cyn ymuno â'r B5110 ar y gylchfan ger ASDA.

Yn ogystal, mae'r cyngor wedi gofyn i ni ystyried ffordd arall os na fydd ffordd gyswllt Llangefni yn barod pan fydd angen i ni ddechrau ar y gwaith adeiladu, yn 2019 ar y cynharaf. Dyna pam rydym wedi ychwanegu ffordd arall trwy Barc Diwydiannol Bryn Cefni. Cewch weld y llwybrau diwygiedig a gynigir ar y map amgaeedig.

Yn dilyn yr ymgynghoriad, buom yn ystyried argymhellion Cyngor Sir Ynys Môn ac aethom ati i gynnal ein hasesiadau ein hunain. Mae'r rhain wedi dangos y byddai nifer o fanteision i'r llwybrau diwygiedig a gynigir:

- Maent eisoes yn cael eu defnyddio gan lawer o HGVs sy'n cludo nwyddau i siopau ar gyrion y dref
- Maent yn osgoi'r Stryd Fawr a phrif ardaloedd preswyl Llangefni
- Ar y cyfan, mae'r newidiadau arfaethedig yn debygol o gael llai o effaith ar ffyrdd y sir – hyd yn oed ar ein hamser prysuraf, dim ond cynnydd bychan iawn mewn traffig fyddai'n cael ei achosi gan y cerbydau adeiladu
- Yn ôl ein hasesiadau ni, ni fyddai ein cerbydau adeiladu yn cael effaith amlwg ar amserau teithio nac ar gerddwyr a fyddai'n ceisio mynd o le i le yn Llangefni

Y B5110 i gyfeiriad Brynteg

Bydd angen i ni ddefnyddio HGVs ar y B5110 i gyfeiriad Brynteg hefyd, lle'r oeddem yn meddwl o'r blaen mai dim ond cerbydau llai y byddai eu hangen. Un rheswm am hyn yw'r newid i'r llwybr rhwng Llangefni a Llannerch-y-medd a bydd yn ein galluogi i sicrhau bod ein cerbydau'n cael llai o effaith yn gyffredinol wrth gyrraedd ein safle adeiladu.

Y camau nesaf

Byddem yn croesawu'ch sylwadau ar ein llwybrau diwygiedig ar gyfer y traffig adeiladu. Gofynnir i chi gyflwyno unrhyw sylwadau sydd gennych cyn **21 Gorffennaf 2017**, gan y bydd hyn yn rhoi digon o amser i ni eu hystyried yn iawn cyn cyflwyno'n cynlluniau i'r Arolygiaeth Gynllunio i gael eu hystyried yn nes ymlaen eleni.

Gallwch gyflwyno'ch sylwadau trwy:

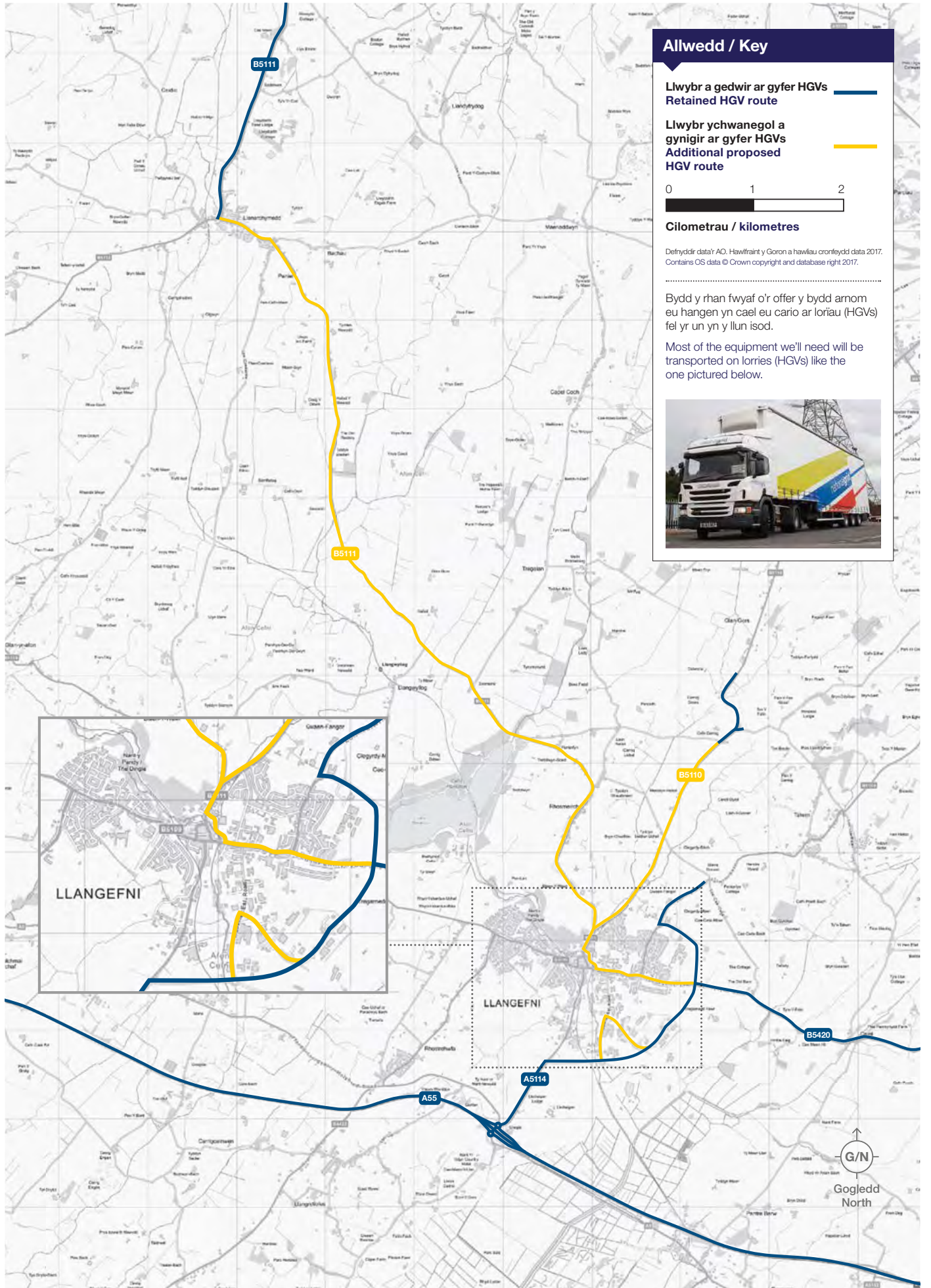
- anfon neges ebost i nationalgrid@cysylltiadgogleddcymru.com
- ysgrifennu atom yn **FREEPOST NATIONAL GRID NW CONNECTION**

Os oes gennych gwestiynau am ein cynlluniau neu os hoffech ryw wybodaeth, gallwch ffonio ein tîm cysylltiadau cymunedol ar **0800 990 3567** neu fynd i www.cysylltiadgogleddcymru.com.

Yn gywir,



Uwch Reolwr y Prosiect



Allwedd / Key

Llwybr a gedwir ar gyfer HGVs
Retained HGV route



Llwybr ychwanegol a gynigir ar gyfer HGVs
Additional proposed HGV route

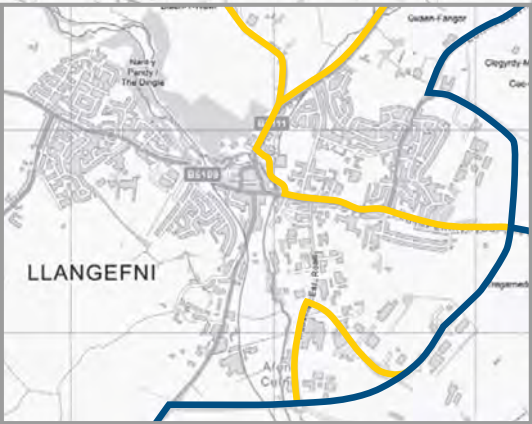


Cilometrau / kilometres

Defnyddir data'r A.O. Hawffrwynt y Coron a hawliau cronfeydd data 2017. Contains OS data © Crown copyright and database right 2017.

Bydd y rhan fwyaf o'r offer y bydd arnom eu hangen yn cael eu cario ar lorïau (HGVs) fel yr un yn y llun isod.

Most of the equipment we'll need will be transported on lorries (HGVs) like the one pictured below.



21 June 2017

nationalgrid

Dear Resident,

Consultation on changes to construction traffic routes for National Grid's second connection for Wylfa Newydd

We are proposing some changes to the roads we plan to use for construction of the second overhead line for Wylfa Newydd and this may affect you.

Most of the equipment we'll need will be transported on heavy goods vehicles (HGVs), like lorries. We'll also need vans and cars to take workers to and from site.

We are planning to use routes that have as little effect as possible on local people and road users. We think construction will take two to three years and at our busiest time would only represent a very small increase in traffic.

Llangefni and Llanerchymedd

We put forward which roads we proposed to use in our consultation last year, which ran from 5 October 2016 to 16 December 2016. In their feedback to the consultation, the Isle of Anglesey County Council's transport department suggested changes to these routes.

We previously suggested the A55 and B5112 to Llanerchymedd. Instead, the council suggested using the road between Llangefni and Llanerchymedd, through Llangefni along Bridge Street, before joining the B5110 at the roundabout near ASDA.

The council has also asked us to consider an alternative route if the Llangefni link road is not complete for when we need to start construction, at the earliest in 2019. That's why we've added an alternative route through Bryn Cefni Industrial Park. You can view the revised proposed routes on the map enclosed.

Following the consultation, we considered Isle of Anglesey County Council's recommendations and carried out our own assessments. These have shown that the revised proposed routes would offer a number of benefits:

- They are already well used by HGVs that deliver goods to shops on the outskirts of the town
- They avoid the High Street and main residential areas of Llangefni
- Overall, they are likely to have fewer effects on the county's roads – at our busiest time, construction vehicles would only represent a very small traffic increase
- Our assessments indicate our construction traffic would not have a noticeable effect on journey times or on pedestrians trying to get around Llangefni

B5110 towards Brynteg

We'll also need to use HGVs on the B5110 towards Brynteg, where we previously thought we would only need to use smaller vehicles. This is in part due to the change of route between Llangefni and Llanerchymedd and will allow us to get our vehicles to our construction site with the least overall effects.

Next steps

We'd welcome your comments on our revised construction traffic routes. Please can you provide any comments you have before **21 July 2017**, as this will allow us enough time to properly consider them before submitting our proposals to the Planning Inspectorate for consideration later this year.

You can provide any comments by:

- sending an email to nationalgrid@northwalesconnection.com
- writing to us at **FREEPOST NATIONAL GRID NW CONNECTION**

If you have any questions about our proposals, or would like some information, you can call our community relations team on **0800 990 3567** or visit www.northwalesconnection.com.

Yours sincerely,



Senior Project Manager

20 Mehefin 2017

Ymgynghoriad am newidiadau i lwybrau traffig adeiladu ar gyfer ail gysylltiad National Grid â Wylfa Newydd

Rydym yn cynnig y dylid gwneud rhai newidiadau i'r ffyrdd y bwriadwn eu defnyddio i wneud gwaith adeiladu'r ail linell uwchben ar gyfer Wylfa Newydd a gallai hyn effeithio arnoch chi.

Bydd y rhan fwyaf o'r offer y bydd arnom eu hangen i wneud y cysylltiad yn cael eu cario ar gerbydau nwyddau trwm (HGVs), fel lorïau. Bydd arnom angen cerbydau nwyddau ysgafn (LGVs) hefyd, fel faniau a cheir. Fe nodwyd y ffyrdd yr oeddem yn bwriadu eu defnyddio yn ein hymgyngoriad y llynedd, a gynhaliwyd rhwng 5 Hydref 2016 ac 16 Rhagfyr 2016.

Yn eu hymateb i'r ymgynghoriad, dywedodd adran drafnidiaeth Cyngor Sir Ynys Môn wrthym fod priffordd gyhoeddus yn eich ardal chi yn ymestyn ymhellach nag y gwnaethom ei nodi'n wreiddiol. Bwriadwn ddefnyddio'r ffordd hon ar gyfer rhai o'n HGVs ac roeddem am roi gwybod i chi am y newid. Rydym wedi amlinellu'r newid hwn ar y map amgaeedig.

Rydym yn ffyddiog na fydd hyn yn cael effaith fawr ar ddefnyddwyr y ffordd a byddwn yn cytuno ar gynllun rheoli traffig gyda Chyngor Sir Ynys Môn cyn i'r gwaith adeiladu ddechrau. Bydd hyn yn sicrhau bod llai o effaith ar y trigolion, yn enwedig ar gyfnodau prysur. Os bydd ein prosiect yn cael caniatâd, ni fyddem yn disgwyl i'r gwaith adeiladu ddechrau cyn 2019.

Y camau nesaf

Byddem yn croesawu'ch sylwadau ar ein llwybr diwygiedig ar gyfer y traffig adeiladu. Gofynnir i chi gyflwyno unrhyw sylwadau sydd gennych cyn **21 Gorffennaf 2017**, gan y bydd hyn yn rhoi digon o amser i ni eu hystyried yn iawn cyn cyflwyno'n cynlluniau i'r Arolygiaeth Gynllunio i gael eu hystyried yn nes ymlaen eleni.

Gallwch gyflwyno'ch sylwadau trwy:

- ≠ anfon neges ebost i nationalgrid@cysylltiadgogleddcymru.com
- ≠ ysgrifennu atom yn FREEPOST NATIONAL GRID NW CONNECTION

Os oes gennych gwestiynau am ein cynlluniau neu os hoffech ryw wybodaeth, gallwch ffonio ein tîm cysylltiadau cymunedol ar 0800 990 3567 neu fynd i'n gwefan www.cysylltiadgogleddcymru.com.

Yn gywir,



Uwch Reolwr y Prosiect

Sicrhau ein cyflenwad ynni ar gyfer cenedlaethau'r dyfodol.

20 June 2017

Consultation on changes to construction traffic routes for National Grid's second connection for Wylfa Newydd

We are proposing some changes to the roads we plan to use for construction of the second overhead line for Wylfa Newydd and this may affect you.

Most of the equipment we'll need to make the connection will be transported on heavy goods vehicles (HGVs), like lorries. We'll also need light goods vehicles (LGVs) like vans and cars. We put forward which roads we proposed to use in our consultation last year, which ran from 5 October 2016 to 16 December 2016.

In their feedback to the consultation, the Isle of Anglesey County Council's transport department informed us that a public highway near you extends further than we first indicated. We propose to use this road for some of our HGV traffic and wanted to make you aware of the change. We've outlined this change on the enclosed map.

We're confident that this won't have a significant effect on road users and we'll agree a traffic management plan with Isle of Anglesey County Council before construction starts. This will make sure that any effects on residents are reduced, especially during busy periods. If our project is granted consent, we would expect construction to start in 2019 at the earliest.

Next steps

We'd welcome your comments on our revised construction traffic route. Please can you provide any comments you have before **21 July 2017**, as this will allow us enough time to properly consider them before submitting our proposals to the Planning Inspectorate for consideration later this year.

You can provide any comments by:

- ≠ sending an email to nationalgrid@northwalesconnection.com
- ≠ writing to us at FREEPOST NATIONAL GRID NW CONNECTION

If you have any questions about our proposals, or would like some information, you can call our community relations team on 0800 990 3567 or visit our website www.northwalesconnection.com.

Yours sincerely,

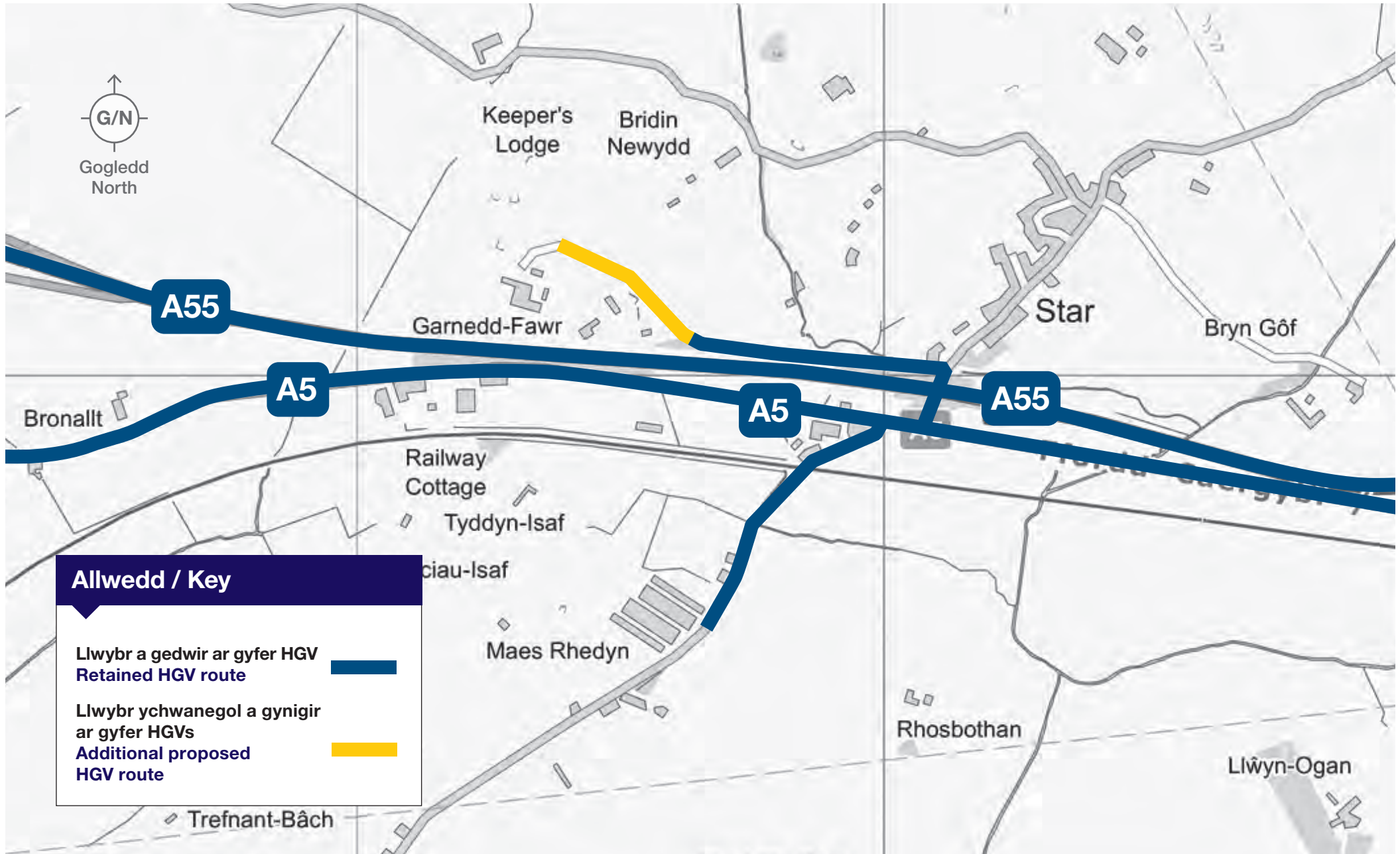
Gareth Williams



Senior Project Manager

Securing our energy supply for future generations.

Llwybr ychwanegol ar gyfer HGVs ger Star
Additional HGV route near Star



19 Mehefin 2017

Ymgynghoriad am newidiadau i lwybrau traffig adeiladu ar gyfer ail gysylltiad National Grid â Wylfa Newydd

Rydym yn cynnig y dylid gwneud rhai newidiadau i'r ffyrdd y bwriadwn eu defnyddio i wneud gwaith adeiladu ail linell uwchben, a thwnnel o dan Afon Menai, i gysylltu Wylfa Newydd, a gallai hyn effeithio arnoch chi.

Bydd y rhan fwyaf o'r offer y bydd arnom eu hangen i wneud y cysylltiad yn cael eu cario ar gerbydau nwyddau trwm (HGVs), fel lorïau. Bydd arnom angen cerbydau nwyddau ysgafn (LGVs) hefyd, fel faniau a cheir. Fe nodwyd y ffyrdd yr oeddem yn bwriadu eu defnyddio yn ein hymgyngoriad y llynedd, a gynhaliwyd rhwng 5 Hydref 2016 ac 16 Rhagfyr 2016.

Rydym wedi edrych ar yr holl ymateb a gawsom yn ystod ein hymgyngoriad er mwyn ein helpu i ddeall yn well pa effeithiau y gallai'r cynlluniau eu cael ar yr ardal ac a oes ffyrdd o leihau'r effeithiau.

O ganlyniad i'r adolygiad hwn, rydym wedi gwneud rhai newidiadau i'n ffyrdd mynediad dros dro yn yr ardal. Yn ystod ein hymgyngoriad y llynedd, roeddem yn cynnig y dylid defnyddio'r ffordd gyswllt rhwng yr A5 a'r A4080 ger Llanfair Pwll ar gyfer LGVs. Erbyn hyn, rydym yn cynnig y dylid defnyddio rhan o'r ffordd hon ar gyfer HGVs hefyd, i gludo offer i'r adeilad pen twnnel y bwriedir ei godi ger Braint.

Oherwydd y newid hwn, rydym yn ystyried cau rhan o'r ffordd gyswllt am gyfnod tra byddwn yn adeiladu'r twnnel. Gwneir hyn er mwyn sicrhau diogelwch defnyddwyr y ffordd a phobl yr ardal. Credwn y bydd yn cymryd pedair neu bum mlynedd i adeiladu'r twnnel ac ni fydd yn dechrau tan 2019 ar y cynharaf. Mae'r map amgaeedig yn dangos y ffordd yr ydym yn ystyried ei chau dros dro.

Byddem yn sicrhau bod modd mynd a dod i eiddo ar hyd y ffordd hon trwy'r amser. Byddai cynllun pendant i reoli traffig ar waith trwy'r amser hefyd, a byddai gwiriadau wedi'u marcio'n glir ar gyfer defnyddwyr y ffordd.

O ganlyniad i hynny, byddem yn ymdrechu i beidio â tharfu'n fawr ar bobl sy'n byw ar hyd y ffordd.

Ymgynghori ar y newidiadau hyn

Rydym yn ymgynghori ar y newidiadau hyn a byddem yn croesawu'ch sylwadau ar ein llwybrau diwygiedig ar gyfer traffig adeiladu ger adeilad pen twnnel Braint. Gofynnir i chi gyflwyno unrhyw sylwadau sydd gennych cyn 21 Gorffennaf 2017, gan y bydd hyn yn rhoi digon o amser i ni eu hystyried yn iawn cyn cyflwyno'n cynlluniau i'r Arolygiaeth Gynllunio i gael eu hystyried yn nes ymlaen eleni.

Gallwch gyflwyno'ch sylwadau trwy:

- ≠ anfon neges ebost i nationalgrid@cysylltiadgogleddcymru.com
- ≠ ysgrifennu atom yn FREEPOST NATIONAL GRID NW CONNECTION

Os oes gennych gwestiynau am ein cynlluniau neu os hoffech ryw wybodaeth, gallwch ffonio ein tîm cysylltiadau cymunedol ar 0800 990 3567 neu fynd i www.cysylltiadgogleddcymru.com.

Yn gywir,



Uwch Reolwr y Prosiect

Sicrhau ein cyflenwad ynni ar gyfer cenedlaethau'r dyfodol.

19 June 2017

Consultation on changes to construction traffic routes for National Grid's second connection for Wylfa Newydd

We are proposing some changes to the roads we plan to use for construction of the second overhead line and tunnel under the Menai Strait to connect Wylfa Newydd, which may affect you.

Most of the equipment we'll need to make the connection will be transported on heavy goods vehicles (HGVs), like lorries. We'll also need light goods vehicles (LGVs) like vans and cars. We put forward which roads we proposed to use in our consultation last year, which ran from 5 October 2016 to 16 December 2016.

We've looked at all of the feedback we received during our previous consultations to help us better understand what effects the proposals could have on the local area and if there are ways to reduce these.

As a result of this review, we've made some changes to our temporary access routes in the area.

During our consultation last year, we proposed using the link road between the A5 and the A4080 near Llanfairpwll for LGVs. We are now proposing to use part of this road for HGVs as well, to transport equipment to our proposed tunnel head house near Braint.

Because of this change, we are looking at temporarily closing part of the link road during construction of the tunnel. This is to ensure the safety of road users and local people. We think construction of the tunnel will take four to five years and won't start until 2019 at the earliest. The enclosed map outlines the road we are looking at temporarily closing.

We'd make sure that access to properties along this road is maintained at all times. A strict traffic management plan would also be in place throughout, with diversions clearly marked for road users.

As a result, we would work to avoid causing any significant disruption for people living along the road.

Consultation on these changes

We're consulting on these changes and would welcome your comments on our revised construction traffic routes near the Braint tunnel head house. Please can you provide any comments you have before 21 July 2017, as this will allow us enough time to properly consider them before submitting our proposals to the Planning Inspectorate for consideration later this year.

You can provide any comments by:

- ≠ sending an email to nationalgrid@northwalesconnection.com
- ≠ writing to us at FREEPOST NATIONAL GRID NW CONNECTION

If you have any questions about our proposals, or would like some information, you can call our community relations team on 0800 990 3567 or visit www.northwalesconnection.com

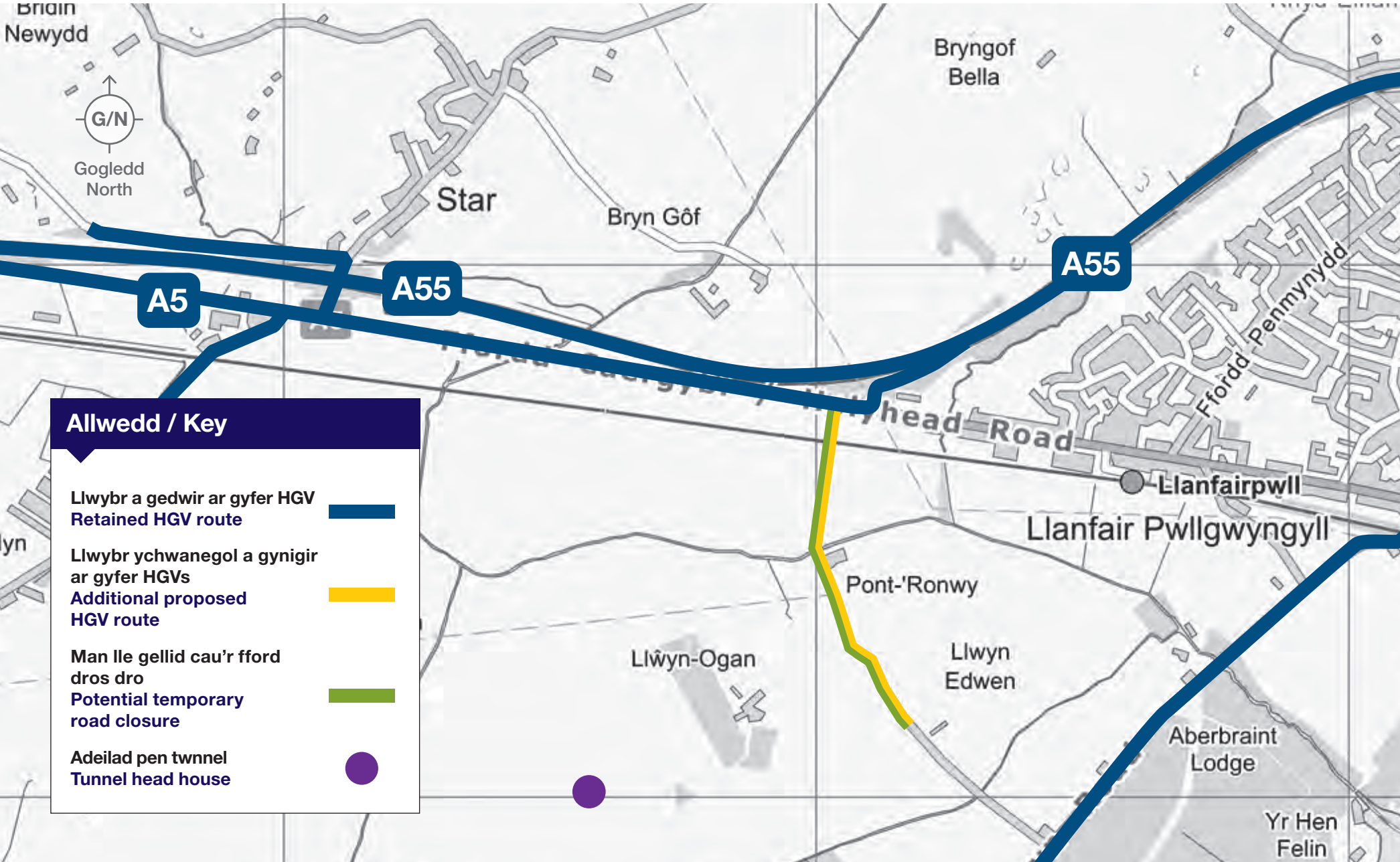
Yours sincerely,



Senior Project Manager

Securing our energy supply for future generations.

Man lle gellid cau'r ffordd ger adeilad pen twnnel Braint
Potential temporary road closure near Braint tunnel head house



10 Mai 2018

Ymgynghoriad am newidiadau i lwybrau'r traffig adeiladu ar gyfer ail gysylltiad National Grid â Wylfa Newydd

Rydym yn awyddus i wneud rhai newidiadau i'r ffordd bwriadwn ddefnyddio'r ffyrdd ar gyfer gwaith adeiladu'r ail gysylltiad â Wylfa Newydd. Mae ein cynlluniau yng ngogledd Gwynedd yn cynnwys adeilad pen twnnel a chompownd pennau selio yn Nhŷ Fodol, tuag 1.5 cilometr o linell uwchben ac estyniad i is-orsaf Pentir. Gallai'r newid i'r ffordd y bwriadwn ddefnyddio heolydd y cylch effeithio arnoch chi a dyma'ch cyfle i ddweud eich dweud.

Bydd y rhan fwyaf o'r offer y bydd arnom eu hangen i wneud y cysylltiad yn cael eu cario ar gerbydau nwyddau trwm (HGVs) arferol. Bydd arnom angen cerbydau nwyddau ysgafn (LGVs) hefyd, fel faniau a cheir. Fe wnaethom ni nodi pa ffyrdd yr oeddem yn bwriadu eu defnyddio yn ein hymgyngoriad yn 2016.

Beth sydd wedi newid?

Rydym wedi ystyried llwybrau'r traffig adeiladu, gan dalu sylw i ymateb pobl yr ardal a'n hasesiadau ninnau, ac wedi gwneud rhai newidiadau.

O'r blaen, y bwriad oedd i HGVs ddefnyddio'r ffordd rhwng y B4547 a fferm y Garth. Yn ogystal, roedd bwriad i LGVs ddefnyddio Lôn Fodolydd.

Ein cynllun yn awr yw defnyddio rhannau ychwanegol o'r ffyrdd hyn ar gyfer HGVs. Dim ond tra byddem yn adeiladu ffordd fynediad dros dro y byddai angen gwneud hyn a chredwn y byddai'n cymryd tua chwe mis. Amlinellir y newidiadau hyn ar y map amgaeedig.

Rydym yn ffyddiog na fydd hyn yn amharu'n fawr ar ddefnyddwyr y ffordd a byddwn yn cytuno ar gynllun rheoli traffig gyda Chyngor Gwynedd cyn i'r gwaith adeiladu ddechrau. Bydd hyn yn sicrhau bod y gwaith yn cael cyn lleied o effaith ag y bo modd ar y trigolion. Os bydd ein prosiect yn cael caniatâd, ni fyddem yn disgwyl i'r gwaith adeiladu ddechrau cyn 2019.

Sicrhau ein cyflenwad ynni ar gyfer cenedlaethau'r dyfodol.

Rydym yn ymgynghori ar y newidiadau hyn a byddem yn croesawu'ch sylwadau ar ein llwybrau diwygiedig ar gyfer traffig adeiladu yn eich ardal chi.

Gofynnir i chi gyflwyno unrhyw sylwadau cyn **9 Mehefin 2018**, gan y bydd hyn yn rhoi digon o amser i ni eu hystyried yn iawn cyn cyflwyno'n cynlluniau i'r Arolygiaeth Gynllunio i gael eu hystyried yn nes ymlaen eleni.

Gallwch gyflwyno'ch sylwadau trwy:

- anfon neges ebost i nationalgrid@cysylltiadgogleddcymru.com
- ysgrifennu atom yn FREEPOST NATIONAL GRID NW CONNECTION

Os oes gennych gwestiynau am ein cynlluniau neu os hoffech ryw wybodaeth, gallwch ffonio ein tîm cysylltiadau cymunedol ar 0800 990 3567 neu fynd i www.cysylltiadgogleddcymru.com

Yn gywir,



Uwch Reolwr y Prosiect

Securing our energy supply for future generations.

10 May 2018

Consultation on changes to construction traffic route for National Grid's second connection for Wylfa Newydd

We are proposing some changes to how we plan to use the roads for the construction of the new connection to Wylfa Newydd. Our proposals in North Gwynedd include a tunnel head house and sealing end compound at Tŷ Fodol, approximately 1.5 kilometres of overhead line and an extension to Pentir substation. The change to how we plan to use the surrounding roads may affect you and this is your chance to have your say.

Most of the equipment we'll need to make the connection will be transported on standard heavy goods vehicles (HGVs). We'll also need light goods vehicles (LGVs) like vans and cars. We put forward which roads we proposed to use in our 2016 consultation.

What's changed?

We've reviewed the construction traffic routes, taking into account feedback from local people and our own assessments, and made some changes.

We previously proposed using the road between the B4547 and Garth Farm as an HGV traffic route. We also proposed an LGV route on Fodolydd Lane.

Our plan is now to use additional parts of these roads for HGV traffic. This would only be required while we build a temporary access road, which we think will be around six months. These changes are outlined on the enclosed map.

We're confident that this won't have a significant effect on road users and we'll agree a traffic management plan with Gwynedd Council before construction starts. This will make sure that any effects on residents are kept as low as possible. If our project is granted consent, we would expect construction to start in 2019 at the earliest.

Consultation on these changes

We're consulting on these changes and would welcome your comments on our revised construction traffic routes in your area.

Please can you provide any comments you have before **9 June 2018**, as this will allow us enough time to properly consider them before submitting our proposals to the Planning Inspectorate for consideration later this year.

Sicrhau ein cyflenwad ynni ar gyfer cenedlaethau'r dyfodol.

You can provide any comments by:

- sending an email to nationalgrid@northwalesconnection.com
- writing to us at FREEPOST NATIONAL GRID NW CONNECTION

If you have any questions about our proposals, or would like some information, you can call our community relations team on 0800 990 3567 or visit www.northwalesconnection.com

Yours sincerely,

Yours sincerely,



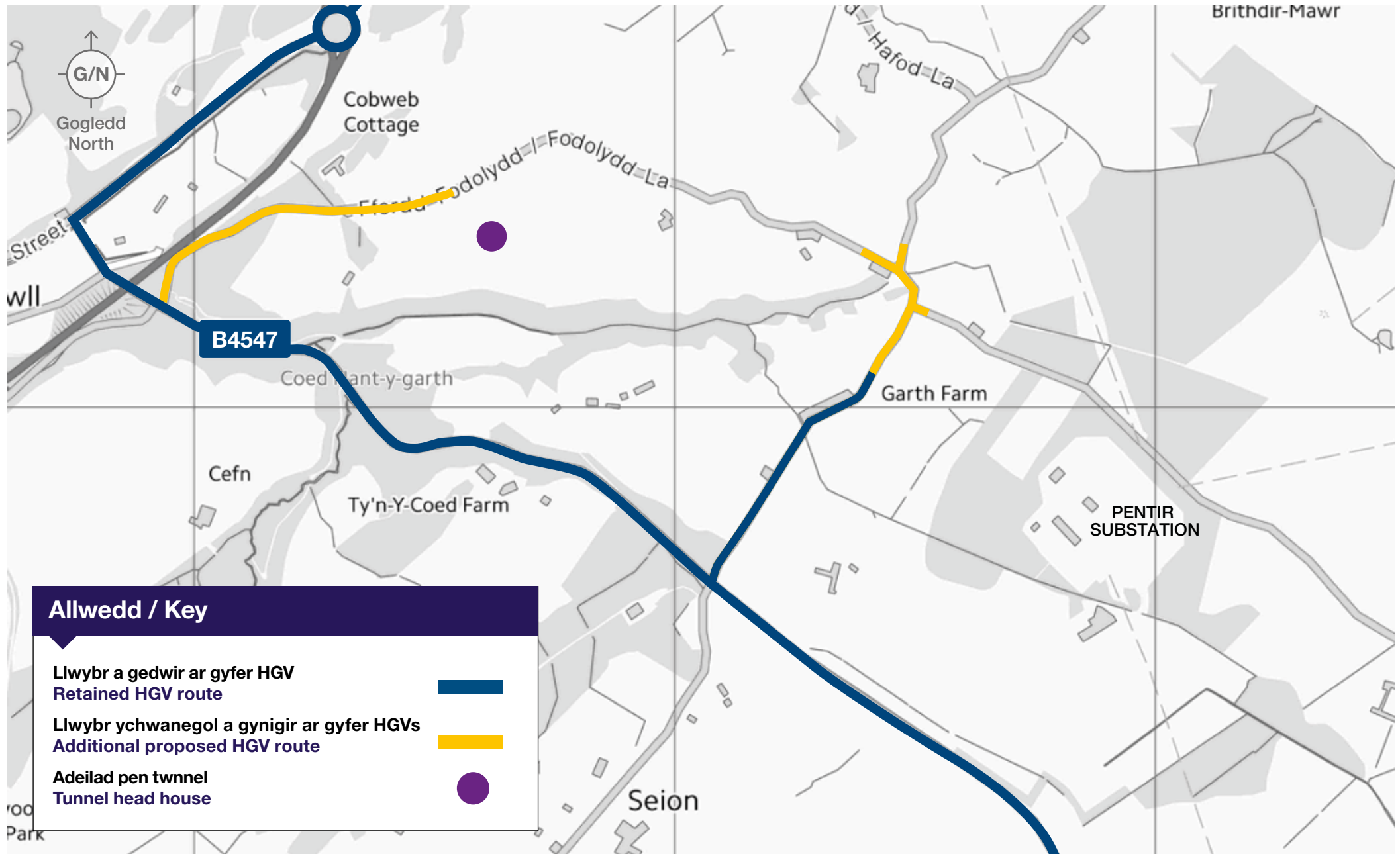
Senior Project Manager

Securing our energy supply for future generations.



Llwybrau ychwanegol ar gyfer HGVs ger adeilad pen twnnel Tŷ Fodo

Additional HGV routes near Ty Fodol tunnel head house



nationalgrid

6.2.38

Appendix 38

Project Update, Summer 2018 (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

Summer 2018



Feedback continues to shape pylon and tunnel plans

The North Wales Connection project team is currently finalising its proposals for the second connection for Wylfa Newydd. We'd like to say thank you to the landowners, residents and stakeholders who have been working with us to continue to develop our proposals.

Throughout 2017 and 2018, we have:

- worked with landowners to refine our plans on their land
- completed hundreds of surveys to understand more about wildlife and geology
- continued to meet with Anglesey and Gwynedd Councils on our proposals
- carried out further consultation on construction traffic and transport routes, including meeting with affected residents.

Alongside the many comments from our last major consultation, the information we've received is helping us to refine our proposals for the new second line for Wylfa Newydd.

We know there continue to be concerns about new pylons and how we would build a tunnel under the Menai Strait. Our teams are working hard to keep the effects of our work as low as we can, while also meeting regulatory and policy requirements.

We've looked closely at all the feedback we've previously received and used this

to review our proposals. We are always happy to hear from people with new information about how we can further reduce the effects of our proposals. If you have feedback you've not yet sent, it's important we receive this as soon as possible as we are close to finalising our plans. Details of how to get in touch are on page four.

Next steps

Our work is a crucial part of unlocking the billions of pounds being invested in Wylfa Newydd and we are working with Horizon to co-ordinate our plans.

Our next step will be making an application to the Planning Inspectorate, the independent body which examines these types of applications on behalf of the UK Government. Horizon has submitted its application to the Planning Inspectorate and we expect to

submit ours within the next few months. At that time, we will publish detailed reports for everyone to see, including how we've taken everyone's comments into account.

Our plans for the second line will be given a thorough and independent review by the Planning Inspectorate. You will have an opportunity to be involved in this and provide further feedback by written representations and during public hearings.

Reducing effects in Anglesey and Gwynedd

We understand that people have concerns about new pylons and how we would build a tunnel under the Menai Strait. In your feedback, people and places, landscape, traffic, tourism and wildlife are all things you've asked us to think carefully about.

That's why since our last major consultation, we've been carrying out a range of additional surveys and assessments and have carried out further consultation where needed. We have continued to meet with Anglesey and Gwynedd Councils and other stakeholders to discuss their views.

This information has helped us understand the area in further detail and better plan how to keep the effects of our work as low as we can.



Ecology and the environment

We've carried out hundreds of surveys as we've developed our proposals, looking at things like soil composition, animal species and their habitats. Our work is very detailed, going as far as DNA testing of species, such as Great Crested Newts, to see if there are any protected species that might be affected by our proposals.



Traffic and transport

We reviewed our transport plans and worked closely with the highways departments at Isle of Anglesey County Council and Gwynedd Council. As a result, we've made some changes to temporary construction access routes in certain areas along the connection. We've carried out a number of local consultations with people who might be affected by these changes.



Land use and agriculture

We've worked closely with landowners to refine our proposals, moving equipment to reduce effects on their land. We've consulted people affected by the changes, where required.



Tourism and local economy

Stakeholders like the National Trust, Welsh Government and local councils have continued to provide us with information to consider. We've carried out business and tourism surveys to understand experiences and attitudes to infrastructure and are assessing the findings.

Enhancing the local environment

If the project is given consent, there will be opportunities to enhance local wildlife and the environment.

We have some of our own ideas but we'd also like people to tell us if they have any ideas or projects that our work could support.

These could include:

- **Locations for planting of trees, including community woodland** – providing trees for local community groups to plant individually or as woodlands, providing new green spaces for future generations
- **Environmental enhancements, such as barn owl or bat boxes** – encouraging new communities of bats where there are few roosting sites, improving the diversity of local wildlife
- **Improving Public Rights of Way** – improving local footpaths or bridleways such as providing new gates or improving the surface

These aren't the only options we can consider. If you have any thoughts on projects we may be able to support, please get in touch using the contact details on page four.

What happens next

Horizon Nuclear Power has now submitted its application for Wylfa Newydd to the Planning Inspectorate.

We always planned to make our application for consent after Horizon. This is so that the Planning Inspectorate can look at Horizon's application first, before considering why our connection is needed as well as how it could be built.



Do you have comments?

If you have feedback on our proposals that you've not yet sent, it's important we get this as quickly as possible. We're always keen to get new information on how we can reduce the effects of our work. Our contact details are on page four – please write to us if you have comments.

Finalising the proposals

We're continuing to have conversations with people and undertake assessments and surveys. This will make sure our application takes into account the latest possible information.

- **Discussions with landowners** – we're talking to landowners and agents along the route. This includes giving new landowners an opportunity to comment on the proposals and continuing discussions about land use and access
- **Meeting with local councils** – we're continuing to work with officers at Anglesey and Gwynedd Councils, to provide information on our proposals
- **Summer work at the Menai Strait** – our teams will be carrying out borehole surveys in the Menai Strait, which will help us understand more about the geology in the area

The application

Our application to the Planning Inspectorate will contain lots of information, which will be published on their website.

This will include detailed design drawings, an Environmental Statement explaining the potential effects of the work and our proposed mitigation measures. Details of the feedback we've received and how we've taken this into account will be in our Consultation Report. Our reports will also cover how we've considered Welsh language and the Well-being of Future Generations Act.

We will let people know when we submit the application and what happens next.

After the application has been submitted, the Planning Inspectorate manages the next stage of the process which takes around 16 to 18 months and will include public hearings. There will be the opportunity to get involved in these and provide your feedback directly to the Planning Inspectorate.

If you'd like to know more, there's lots of information on the Planning Inspectorate's website (<https://infrastructure.planninginspectorate.gov.uk>), including a useful video on how the process works and how you can get involved.

The Third Menai Crossing



The Welsh Government is progressing with its plans for a third crossing at the Menai Strait. It recently completed a consultation on where the bridge could go.

Welsh Government officials are also keen to understand if it's possible for a bridge to carry the new electrical connection needed for Wylfa Newydd. You may have seen the recent announcement that we're carrying out a

feasibility study for Welsh Government into potential options to use the bridge.

There's lots to consider before we know if putting our cables on a new bridge is possible. Costs, technical considerations, route on and off the bridge and timing are just some of the things to be worked out.

At the same time, it's vital we are able to deliver a connection for Horizon by the

mid-2020s, when they expect Wylfa Newydd to start generating. That's why we're also continuing with our plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.

You can find out more on our website:
www.northwalesconnection.com



Work in West Gwynedd

Our work in West Gwynedd is needed to update parts of the network that are coming to the end of their operational life and to make sure that the power from new energy sources reaches the homes and businesses that need it.

Last autumn we submitted a successful application to Gwynedd Council to build a new substation in Bryncir. We also need to replace existing underground cables in the Glaslyn Estuary with new cables. We're assessing options for doing this and will update communities in the area when we have more detail.

Contact us:



Visit our project website at:
www.northwalesconnection.com



Send an email to:
nationalgrid@northwalesconnection.com



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



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

6.2.38

Appendix 38

Project Update, Summer 2018 (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

Haf 2018



Ymateb pobl yn dal i lywio'r cynlluniau ar gyfer y peilonau a'r twnnel

Mae tîm prosiect Cysylltiad Gogledd Cymru wrthi'n cwblhau ei gynlluniau ar gyfer ail gysylltiad Wylfa Newydd. Hoffem ddiolch i berchnogion y tiroedd, y trigolion a'r rhanddeiliaid sydd wedi cydweithio â ni i barhau i ddatblygu ein cynlluniau.

Yn ystod 2017 a 2018, rydym wedi:

- cydweithio â pherchnogion tiroedd i fireinio ein cynlluniau ar gyfer eu tir
- cynnal cannoedd o arolygon er mwyn deall mwy am fyd natur a daeareg
- parhau i gyfarfod â Chynghorau Ynys Môn a Gwynedd i drafod ein cynlluniau
- ymgynghori eto ar lwybrau traffig adeiladu a thrafnidiaeth, yn cynnwys cyfarfod â'r trigolion y bydd hyn yn effeithio arnynt.

Yn ogystal â'r llu sylwadau a gawsom yn ein hymgynghoriad mawr diwethaf, mae'r wybodaeth a gawsom yn ein helpu i fireinio'n cynlluniau ar gyfer ail linell o Wylfa Newydd.

Gwyddom fod pobl yn dal yn bryderus am y peilonau newydd ac am ein cynlluniau i gloddio twnnel o dan Afon Menai. Mae ein timau'n gweithio'n galed i sicrhau bod ein gwaith yn cael cyn lleied o effaith ag y bo modd, a'i fod hefyd yn bodloni'r gofynion rheoleiddio a'r gofynion polisi.

Rydym wedi edrych yn ofalus ar yr holl ymateb a gawsom ac wedi defnyddio

hyn i adolygu ein cynlluniau. Rydym bob amser yn falch o gael clywed gan bobl sydd â gwybodaeth newydd am ffyrdd y gallwn leihau effeithiau ein cynlluniau. Os oes gennych chi sylwadau nad ydych wedi'u hanfon, mae'n bwysig ein bod yn eu cael cyn gynted ag y bo modd gan ein bod bron â chwblhau ein cynlluniau. Mae'n dweud ar dudalen pedwar sut i gysylltu â ni.

Y camau nesaf

Mae ein gwaith yn hanfodol er mwyn dat-gloi'r biliynau o bunnau sy'n cael eu buddsoddi yn Wylfa Newydd ac rydym yn cydweithio â Horizon i gydlynu ein cynlluniau.

Ein cam nesaf fydd gwneud cais i'r Arolygiaeth Gynllunio, sef y corff annibynnol sy'n archwilio'r math hwn o gais ar ran Llywodraeth y Deyrnas Unedig. Mae Horizon wedi cyflwyno'u cais i'r Arolygiaeth Gynllunio ac rydym ninnau'n disgwyl anfon ein cais o

fewn y misoedd nesaf. Bryd hynny, byddwn yn cyhoeddi adroddiadau manwl i bawb gael eu gweld, yn cynnwys esboniad o'r ffordd rydym wedi cymryd sylwadau pawb i ystyriaeth.

Bydd yr Arolygiaeth Gynllunio yn cynnal adolygiad trwyadl ac annibynnol o'n cynlluniau ar gyfer yr ail linell. Fe gewch chi gyfle i gymryd rhan yn hyn ac i gynnig rhagor o ymateb mewn ysgrifen ac mewn gwrandawliadau cyhoeddus.

Lleihau'r effeithiau ar Ynys Môn ac yng Ngwynedd

Rydym yn deall bod gan bobl bryderon am y peilonau newydd a'n cynlluniau ar gyfer twnnel o dan Afon Menai. Yn eich ymateb chi, mae pobl a lleoedd, y dirwedd, traffig, twristiaeth a bywyd gwylt yn bethau rydych wedi gofyn i ni eu hystyried yn ofalus.

Dyna pam yr ydym wedi cynnal nifer o arolygon ac asesiadau ychwanegol ers ein hymgyngoriad mawr diwethaf, ac wedi ymgynghori eto os oedd angen. Rydym wedi parhau i gyfarfod â Chyngorau Ynys Môn a Gwynedd a rhanddeiliaid eraill i drafod eu barn.

Mae'r wybodaeth hon wedi'n helpu i ddeall yr ardal yn fwy manwl ac i gynllunio'n well ar gyfer sicrhau bod ein gwaith yn cael cyn lleied o effaith ag y bo modd.



Ecoleg a'r amgylchedd

Rydym wedi cynnal cannoedd o arolygon wrth ddatblygu ein cynlluniau, gan edrych ar bethau fel cyfansoddiad y pridd, rhywogaethau o anifeiliaid a'u cynefinoedd. Mae ein gwaith yn fanwl iawn, yn mynd mor bell â chymryd samplau DNA i weld a oes rhywogaethau a warchodir, fel Madfallod Dŵr Cribog, mewn mannau lle gallai'n cynlluniau ni effeithio arnynt.



Traffig a thrafnidiaeth

Rydym wedi adolygu ein cynlluniau trafndiaeth ac wedi cydweithio'n agos ag adrannau priffyrdd Cyngor Sir Ynys Môn a Chyngor Gwynedd. O ganlyniad i hynny, gwnaethom rai newidiadau i ffyrdd mynediad dros dro mewn rhai ardaloedd ar hyd y cysylltiad. Rydym wedi cynnal nifer o ymgynghoriadau lleol gyda phobl y gallai'r newidiadau hyn effeithio arnynt.



Defnydd tir ac amaethyddiaeth

Rydym wedi cydweithio'n agos â pherchnogion tiroedd i fireinio'n cynlluniau, gan symud offer er mwyn lleihau'r effaith ar eu tir nhw. Rydym wedi ymgynghori â'r bobl y bydd y newidiadau'n effeithio arnynt, yn ôl yr angen.



Twristiaeth a'r economi leol

Mae rhanddeiliaid fel yr Ymddiriedolaeth Genedlaethol, Llywodraeth Cymru a chyngorau lleol wedi parhau i roi gwybodaeth i ni i'w hystyried. Rydym wedi cynnal arolygon busnes a thwristiaeth er mwyn deall profiadau pobl ac agweddau at seilwaith ac rydym yn asesu'r canfyddiadau.

Gwella'r amgylchedd lleol

Os rhoddir caniatâd i'r prosiect, bydd cyfleoedd i wella bywyd gwylt a'r amgylchedd yn yr ardal.

Mae gennym ni rai syniadau ond fe hoffem pe bai pobl yn dweud wrthym os oes ganddyn nhw syniadau neu brosiectau y gallai ein gwaith ni eu cefnogi.

Gallai'r rhain gynnwys:

- **Mannau i blannu coed, yn cynnwys coetiroedd cymunedol** – gan ddarparu coed i grwpiau cymunedol lleol eu plannu, yn unigol neu fel coetiroedd, gan roi llecynnau glas i genedlaethau'r dyfodol
- **Gwelliannau amgylcheddol, fel blychau tylluanod gwynion neu ystlumod** – gan annog cymunedau newydd o ystlumod mewn ardaloedd lle mae clwydfannau'n brin, ac ychwanegu at amrywiaeth bywyd gwylt
- **Gwella Llwybrau Tramwy Cyhoeddus** – gan wella llwybrau troed neu llwybrau cefylau trwy ddarparu gatau newydd neu wella wyneb y llwybr

Nid y rhain yw'r unig gynlluniau y gallwn eu hystyried. Os oes gennych syniadau am brosiectau y gall fod modd i ni eu cefnogi, cofiwch gysylltu gan ddefnyddio'r manylion cysylltu ar dudalen pedwar.

Beth sy'n digwydd nesaf

Erbyn hyn mae Horizon wedi cyflwyno'u cais am Wylfa Newydd i'r Arolygiaeth Gynllunio.

Ein bwriad ni erioed oedd gwneud ein cais ni am ganiatâd ar ôl Horizon. Y rheswm am hynny yw rhoi cyfle i'r Arolygiaeth Gynllunio edrych ar gais Horizon yn gyntaf, cyn ystyried pam y mae angen ein cysylltiad ni a sut y gellid ei adeiladu.



Oes gennych chi sylwadau?

Os oes gennych sylwadau am ein cynlluniau a chithau heb eu hanfon eto, mae'n bwysig ein bod yn eu cael cyn gynted ag y bo modd. Rydym bob amser yn awyddus i gael gwybodaeth newydd am ffyrdd o leihau effeithiau ein gwaith. Mae ein manylion cysylltu ar dudalen pedwar – ysgrifennwch atom os oes gennych sylwadau.

Cwblhau'r cynlluniau

Rydym yn dal i sgwrsio gyda phobl ac i gynnal asesiadau ac arolygon. Bydd hyn yn sicrhau bod ein cais yn talu sylw i'r wybodaeth ddiweddaraf bosibl.

- **Trafodaethau gyda pherchnogion tir** – rydym yn siarad â pherchnogion tir a'u hasiantau ar hyd y llwybr. Mae hyn yn cynnwys rhoi cyfle i berchnogion tir newydd gynnig sylwadau am y cynlluniau a pharhau â thrafodaethau am ddefnydd tir a mynediad i dir
- **Cyfarfod â chynghorau lleol** – rydym yn dal i gydweithio â swyddogion yng Nghynghorau Ynys Môn a Gwynedd i roi gwybodaeth am ein cynlluniau
- **Gwaith haf ar Afon Menai** – bydd ein timau'n cynnal arolygon tyllau turio yn ardal Afon Menai i'n helpu i ddeall mwy am ddaear y rhan

Y cais

Bydd ein cais i'r Arolygiaeth Gynllunio'n cynnwys llawer o wybodaeth, a gyhoeddir ar eu gwefan.

Bydd hyn yn cynnwys lluniadau manwl, Datganiad Amgylcheddol yn esbonio effeithiau posibl y gwaith a'r camau y bwriadwn eu cymryd i leihau'r effeithiau. Bydd manylion yr ymateb a gawsom a sut rydym wedi talu sylw i'r ymateb i'w gweld yn ein Hadroddiad ar yr Ymgynghoriadau. Yn ogystal, bydd ein hadroddiadau'n dweud sut y bu i ni ystyried yr iaith Gymraeg a Deddf Llesiant Cenedlaethau'r Dyfodol.

Byddwn yn rhoi gwybod i bobl pan fyddwn yn cyflwyno'r cais a beth fydd yn digwydd nesaf.

Ar ôl cyflwyno'r cais, yr Arolygiaeth Gynllunio fydd yn rheoli cam nesaf y broses a fydd yn cymryd tua 16 i 18 mis ac a fydd yn cynnwys gwrandawriadau cyhoeddus. Bydd cyfle i gymryd rhan yn y rhain ac i gyflwyno'ch ymateb yn uniongyrchol i'r Arolygiaeth Gynllunio.

Os hoffech wybod rhagor, mae llawer o wybodaeth ar wefan yr Arolygiaeth Gynllunio (<https://infrastructure.planninginspectorate.gov.uk/cy/>), yn cynnwys fideo defnyddiol yn dangos sut mae'r broses yn gweithio a sut y gallwch chi gymryd rhan.

Y Drydedd Bont dros Afon Menai



Mae Llywodraeth Cymru yn symud ymlaen â'u cynlluniau ar gyfer trydedd bont dros Afon Menai. Cynhaliwyd ymgynghoriad ganddynt yn ddiweddar ar leoliadau posibl ar gyfer y bont.

Mae swyddogion Llywodraeth Cymru yn awyddus i ddeall hefyd a fydd modd i bont gario'r cysylltiad trydan newydd y mae ei angen ar gyfer Wylfa Newydd. Efallai'ch bod wedi gweld y cyhoeddiad a wnaed yn ddiweddar ein bod yn cynnal

astudiaeth ar ran Llywodraeth Cymru o'r opsiynau posibl ar gyfer defnyddio'r bont.

Mae llawer i'w ystyried cyn y byddwn yn gwybod a fydd modd rhoi ein ceblau ar bont newydd. Y costau, ystyriaethau technegol, y llwybr i fynd ar y bont ac oddi arni, a'r amseru – dyna ychydig o'r pethau y mae angen talu sylw iddynt.

Ar yr un pryd, mae'n hanfodol ein bod yn gallu darparu cysylltiad ar gyfer Horizon erbyn canol y 2020au, pan

ddisgwylant i Wylfa Newydd ddechrau cynhyrchu trydan. Dyna pam yr ydym yn parhau â'n cynlluniau ar gyfer twnnel o dan Afon Menai hefyd. Pan fyddant wedi'u cwblhau, caiff canfyddiadau'r astudiaeth ddichonoldeb eu hystyried ac fe gytunir ar y camau nesaf.

Cewch ddysgu mwy ar ein gwefan:
www.cysylltiadgogleddcymru.com



Gwaith yng ngorllewin Gwynedd

Mae angen ein gwaith yng ngorllewin Gwynedd i ddiweddarau rhannau o'r rhwydwaith sy'n cyrraedd diwedd eu hoes weithredol ac i sicrhau bod y pŵer o'r ffynonellau ynni newydd yn cyrraedd y cartrefi a'r busnesau lle mae angen amdano.

Yn yr hydref y llynedd, cyflwynwyd cais llwyddiannus gennym i Gyngor Gwynedd i godi is-orsaf newydd ym Mryncir. Yn ogystal, mae angen i ni osod ceblau newydd yn lle'r ceblau tanddaear presennol yn Aber Afon Glaslyn. Rydym yn asesu'r opsiynau ar gyfer gwneud hyn a byddwn yn cysylltu â chymunedau yn yr ardal â'r manylion diweddaraf pan gawn yr wybodaeth.

Cysylltu â ni:



Ewch i wefan y prosiect:
www.cysylltiadgogleddcymru.com



Anfonwch neges ebost i:
nationalgrid@cysylltiadgogleddcymru.com



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



Ysgrifennwch i'n cyfeiriad rhadbost:
FREEPOST NATIONAL GRID NW CONNECTION

6.2.39

Appendix 39

Letters to PILS Identified after 9th July 2018

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

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[date] [month] [year]

Dear

North Wales Connection Project

I am writing to provide you with information on the North Wales Connection Project, a proposed new electricity connection between Wylfa and Pentir.

By way of background, the North Wales Connection Project, is needed to connect the proposed Wylfa Newydd nuclear power station on Anglesey. In order to transport the energy from Wylfa Newydd around the UK, National Grid needs to connect it to the high-voltage electricity network. Further details on the project can be found on our project website, <http://www.northwalesconnection.com>.

National Grid will be submitting an application for development consent to construct, operate and maintain the North Wales Connection Project in September 2018, and I am writing to you because we have recently discovered that you appear to have a legal interest in land that may be affected by this project.

We have appointed Dalcour Maclaren to contact all land owners and tenants whose rights or interests in land may be affected. If our application for development consent is accepted for examination by the Planning Inspectorate, we will be formally writing to all interested parties, including you, with further details about these affected rights. Depending on the timing and outcome of the decision to accept this is likely to be in the middle of October 2018. You will be able to make comments to the Planning Inspectorate at that time.

In the meantime, if you have any questions please contact Dalcour Maclaren on [REDACTED] or email [REDACTED].

Yours sincerely,

[REDACTED]

[REDACTED]
Senior Project Manager
North Wales Connection Project

[date] [month] [year]

Dear

North Wales Connection Project

I am writing to provide you with information on the North Wales Connection Project, a proposed new electricity connection between Wylfa and Pentir.

By way of background, the North Wales Connection Project, is needed to connect the proposed Wylfa Newydd nuclear power station on Anglesey. In order to transport the energy from Wylfa Newydd around the UK, National Grid needs to connect it to the high-voltage electricity network. Further details on the project can be found on our project website, <http://www.northwalesconnection.com>.

National Grid will be submitting an application for development consent to construct, operate and maintain the North Wales Connection Project in September 2018, and I am writing to you because we feel you may be in a position, subject to providing the necessary evidence, to submit a claim for compensation as a result of the construction or operation of the proposed works.

We have appointed Dalcour Maclaren to contact all land owners and tenants whose rights or interests in land may be affected. If our application for development consent is accepted for examination by the Planning Inspectorate, we will be formally writing to all interested parties, including you, with further details about these affected rights. Depending on the timing and outcome of the decision to accept this is likely to be in the middle of October 2018. You will be able to make comments to the Planning Inspectorate at that time.

In the meantime, if you have any questions please contact Dalcour Maclaren on [REDACTED] or email [REDACTED].

Yours sincerely,

[REDACTED]

[REDACTED]
Senior Project Manager
North Wales Connection Project

[date] [month] [year]

Annwyl

Prosiect Cysylltiad Gogledd Cymru

Rwy'n ysgrifennu atoch i roi gwybodaeth i chi am Brosiect Cysylltiad Gogledd Cymru, sef cysylltiad trydan newydd arfaethedig rhwng Wylfa a Phentir.

O ran cefndir, mae angen Prosiect Cysylltiad Gogledd Cymru er mwyn cysylltu'r orsaf bŵer niwclear arfaethedig, Wylfa Newydd, ar Ynys Môn. Er mwyn cludo'r ynni o Wylfa Newydd ledled y Deyrnas Unedig, mae angen i National Grid ei gysylltu â'r rhwydwaith trydan foltedd uchel. Mae rhagor o fanylion am y prosiect ar gael ar wefan ein prosiect, <http://www.cysylltiadgogleddcymru.com>.

Bydd National Grid yn cyflwyno cais am gydsyniad datblygu i adeiladu, gweithredu a chynnal a chadw Prosiect Cysylltiad Gogledd Cymru ym mis Medi 2018. Rwy'n ysgrifennu atoch chi oherwydd ein bod wedi darganfod yn ddiweddar ei bod yn ymddangos bod gennych chi fuddiant cyfreithiol mewn tir y gallai'r prosiect hwn effeithio arno.

Rydym wedi penodi Dalcour Maclaren i gysylltu â'r holl berchnogion a thenantiaid tir y gall hyn effeithio ar eu hawliau neu eu buddiannau mewn tir. Os bydd yr Arolygiaeth Gynllunio yn derbyn ein cais am gydsyniad datblygu er mwyn ei archwilio, byddwn yn ysgrifennu'n ffurfiol at yr holl bartion sydd â diddordeb, gan gynnwys chi, gyda rhagor o fanylion am yr hawliau hyn yr effeithir arnynt. Yn dibynnu ar yr amseru a chanlyniad y penderfyniad i dderbyn, mae'n debygol y bydd hyn tua chanol mis Hydref 2018. Byddwch yn gallu cyflwyno sylwadau i'r Arolygiaeth Gynllunio bryd hynny.

Yn y cyfamser, os oes gennych chi unrhyw gwestiynau, cysylltwch â Dalcour Maclaren ar [REDACTED] neu anfonwch e-bost at [REDACTED].

Yn gywir,

[REDACTED]

[REDACTED]

Uwch Reolwr y Prosiect
Prosiect Cysylltiad Gogledd Cymru

[date] [month] [year]

Annwyl

Prosiect Cysylltiad Gogledd Cymru

Rwy'n ysgrifennu atoch i roi gwybodaeth i chi am Brosiect Cysylltiad Gogledd Cymru, sef cysylltiad trydan newydd arfaethedig rhwng Wylfa a Phentir.

O ran cefndir, mae angen Prosiect Cysylltiad Gogledd Cymru er mwyn cysylltu'r orsaf bŵer niwclear arfaethedig, Wylfa Newydd, ar Ynys Môn. Er mwyn cludo'r ynni o Wylfa Newydd ledled y Deyrnas Unedig, mae angen i National Grid ei gysylltu â'r rhwydwaith trydan foltedd uchel. Mae rhagor o fanylion am y prosiect ar gael ar wefan ein prosiect, <http://www.cysylltiadgogleddcymru.com>.

Bydd National Grid yn cyflwyno cais am gydsyniad datblygu i adeiladu, gweithredu a chynnal a chadw Prosiect Cysylltiad Gogledd Cymru ym mis Medi 2018. Rwy'n ysgrifennu atoch chi oherwydd ein bod ni'n teimlo y gallech chi fod mewn sefyllfa, yn amodol ar gyflwyno'r dystiolaeth angenrheidiol, i hawlio iawndal o ganlyniad i adeiladu neu weithredu'r gwaith newydd.

Rydym wedi penodi Dalcour Maclaren i gysylltu â'r holl berchnogion a thenantiaid tir y gallai hyn effeithio ar eu hawliau neu eu buddiannau mewn tir. Os bydd yr Arolygiaeth Gynllunio yn derbyn ein cais am gydsyniad datblygu er mwyn ei archwilio, byddwn yn ysgrifennu'n ffurfiol at yr holl bartïon sydd â diddordeb, gan gynnwys chi, gyda rhagor o fanylion am yr hawliau hyn yr effeithir arnynt. Yn dibynnu ar yr amseru a chanlyniad y penderfyniad i dderbyn, mae'n debygol y bydd hyn tua chanol mis Hydref 2018. Byddwch yn gallu cyflwyno sylwadau i'r Arolygiaeth Gynllunio bryd hynny.

Yn y cyfamser, os oes gennych chi unrhyw gwestiynau, cysylltwch â Dalcour Maclaren ar [REDACTED] neu anfonwch e-bost at [REDACTED].

Yn gywir,

[REDACTED]

[REDACTED]

Uwch Reolwr y Prosiect
Prosiect Cysylltiad Gogledd Cymru

6.2.40

Appendix 40

Additional Community Engagement Activity

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

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Additional community engagement activity

Engagement activities carried out with community groups, educational facilities and events including support at Horizon engagement activities.

| Date | Type of event | Location |
|------------------------------------|---|-------------------------------------|
| Pre Stage Two Consultation | | |
| 15 April 2015 | Community council presentation | Llanddona |
| 20 April 2015 | STEM event | Penraig |
| 29 April 2015 | STEM event | Penraig |
| 18 May 2015 | Horizon open workshop | Llangefni |
| 2 June 2015 | Energy Island meeting | Llangefni |
| 3 June 2015 | Community council presentation | Penmynydd |
| 8 June 2015 | Community council presentation | Llanfechell |
| 22 June 2015 | Horizon open surgery | Cemaes Bay |
| 21 July 2015 | Horizon open surgery | Amlwch |
| 28 July 2015 | Gwynedd Council briefing | Caernarfon |
| 11-12 August 2015 | Anglesey Show | Anglesey Showground, Gwalchmai |
| Stage Two Consultation | | |
| 7-8 October 2015 | Skills Cymru | Llandudno |
| 12 October 2015 | VEX event | Brynrefail School, Llanrug |
| 21-22 October 2015 | Codi STEM event | Penraig |
| 23 October 2015 | Isle of Anglesey County Council and Community Council briefing | Llangefni |
| 16 November 2015 | Llanbadrig Community Council briefing | Cemaes Bay |
| 18 November 2015 | Careers event | Glyndwr University, Wrexham |
| 24 November 2015 | Careers event | Ysgol Syr Thomas Jones, Amlwch |
| 28 November 2015 | School presentation | Benllech Primary School, Benllech |
| 28 November 2015 | VEX and school events | Llanerchymedd |
| Post Stage Two Consultation | | |
| 15 December 2015 | Meeting with Kathryn Caine regarding Anglesey schools careers event | Bangor University Management School |
| 6 January 2016 | Presentation and VEX event | Ysgol y Moelwyn, Blaenau Ffestiniog |
| 6 January 2016 | Anglesey schools careers event | Ysgol Bodedern, Bodedern |
| 11 January 2016 | School presentation | Ysgol Bodedern, Bodedern |
| 12 January 2016 | School presentation | Ysgol David Hughes, Menai Bridge |
| 13 January 2016 | School presentation | Ysgol Friars, Bangor |
| 13 January 2016 | School presentation | Ysgol Syr Thomas Jones, Amlwch |

| Date | Type of event | Location |
|-------------------|---|---|
| 14 January 2016 | School presentation | Ysgol Tryfan, Bangor |
| 15 January 2016 | School presentation | Holyhead School, Holyhead |
| 26 January 2016 | Careers event | Ysgol Bodedern, Bodedern |
| 30 January 2016 | Horizon consultation event | Llangefni |
| 9 February 2016 | Engineering Apprenticeship Fair | |
| 12 February 2016 | University / schools event | Ysgol Bodedern and Ysgol Gyfun Llangefni |
| 24 February 2016 | Horizon consultation event | Caernarfon |
| 25 February 2016 | Mock interviews and CV advice | Ysgol Syr Thomas Jones, Amwlch |
| 29 February 2016 | Schools visits regarding VEX project | Amlwch |
| 9 March 2016 | School presentation | Ysgol Dyffryn Ogwen, Bethesda |
| 10 March 2016 | Horizon consultation | Tregele |
| 14 March 2016 | Horizon open surgery | Llangefni |
| 22 March 2016 | IET presentation | Menai Bridge |
| 22 March 2016 | Schools visits regarding VEX project | Caergeiliog State Registered Primary School |
| 11 May 2016 | Menai Scouts presentation | Menai Bridge |
| 10 June 2016 | Presentation of two laptops to Ysgol y Moelwyn | Ysgol y Moelwyn, Blaenau Ffestiniog |
| 13 June 2016 | Presentation of two laptops to Ysgol Brynrefail | Ysgol Brynrefail, Llanrug |
| 17 June 2016 | Mock interviews and CV advice | Ysgol Syr David Hughes, Menai Bridge |
| 20 June 2016 | PROBUS presentation | Beaumaris |
| 21 June 2016 | Careers fair | Coleg Meirion Dwyfor, Dolgellau |
| 30 June 2016 | STEM event | Anglesey Circuit, Ty Croes |
| 1 July 2016 | Presentation to gift laptops to Ysgol Tryfan | Ysgol Tryfan, Bangor |
| 4 July 2016 | Presentation to gift laptops to Ysgol Friars | Ysgol Friars, Bangor |
| 5 July 2016 | Official opening of Marine Centre Wales | Marine Centre Wales, Menai Bridge |
| 14 July 2016 | PROBUS presentation | Gwynedd and Conwy |
| 9-10 August 2016 | Anglesey Show | Anglesey Showground, Gwalchmai |
| 15 August 2016 | Horizon open surgery | Cemaes |
| 16 August 2016 | Consultation bus at BT fleet | Llandygai |
| 13 September 2016 | Anglesey Future Securities Group meeting | Llangefni Police Station, Llangefni |
| 17 September 2016 | Horizon consultation event | Llangefni Town Hall, Llangefni |
| 19 September 2016 | Dragon Radio Society | Llanfairpwll |
| 20 September 2016 | Welsh Highland Railway meeting | Minffordd Railway Station, Penrhyndeudraeth |

| Date | Type of event | Location |
|--------------------------------------|---|---|
| 26 September 2016 | Horizon consultation event | Rhosybol Village Hall, Rhosybol |
| 27 September 2016 | Ffestiniog and West Highland Railway presentation | Minffordd |
| 3 October 2016 | CV and mock interviews | Ysgol Dyffryn Ogwen, Bethesda |
| Stage Three Consultation | | |
| 8 October 2016 | Horizon consultation event | Penrhyn Hall, Bangor |
| 4 November 2016 | Mock interviews and CV advice | Ysgol Bodedern, Bodedern |
| 10 November 2016 | Gwynedd Engineering Society | Bangor University, Bangor |
| 14 November 2016 | Porthmadog Football Club presentation | Porthmadog Football Club admin building, Porthmadog |
| 16 November 2016 | PROBUS presentation | Bangor and Conwy |
| 17 November 2016 | Careers event at Holyhead School | Holyhead School, Holyhead |
| 22 November 2016 | Dinorwig staff presentation | Dinorwig Police Station, Llanberis |
| 29 November 2016 | Careers event | Ysgol Syr Thomas Jones, Amlwch |
| 15 December 2016 | Teachers meeting | Ysgol Syr Thomas Jones, Amlwch |
| Post Stage Three Consultation | | |
| 10 January 2017 | Mock interviews and CV advice | Ysgol Syr Thomas Jones, Amlwch |
| 17 January 2017 | Anglesey Future Securities meeting | Llangefni Police Station, Llangefni |
| 23 January 2017 | Mock interviews and CV advice | Coleg Meirion Dwyfor, Pwllheli |
| 24 January 2017 | Mock interviews | Ysgol Bodedern, Bodedern |
| 24 January 2017 | Parents evening | Ysgol Dyffryn Ogwen, Bethesda |
| 26 January 2017 | Careers Wales fair | Ysgol Dyffryn Nantlle, Penygroes |
| 30 January 2017 | Mock interviews and CV advice | Ysgol Bodedern, Bodedern |
| 1 February 2017 | Careers fair | Holyhead Secondary School, Holyhead |
| 1 February 2017 | Clwb Y Caban | Penygroes |
| 2 February 2017 | Mock interviews | Coleg Meirion Dwyfor, Pwllheli |
| 2 February 2017 | Options meeting | Ysgol Bodedern, Bodedern |
| 3 February 2017 | Careers fair | Ysgol Eifionydd, Porthmadog |
| 3 February 2017 | Careers fair | Ysgol Llangefni, Llangefni |
| 6 February 2017 | Mock interviews and CV advice | Ysgol Bodedern, Bodedern |
| 13 February 2017 | Careers event | Parc Menai, Bangor |
| 15 February 2017 | Mock interviews | Ysgol Syr Thomas Jones, Amlwch |
| 24 February 2017 | Mock interviews | Llangefni Business Centre, Llangefni |
| 28 February 2017 | Mock interviews and CV advice | Ysgol Syr Thomas Jones, Amlwch |
| 8 March 2017 | Mock interviews | Ysgol Syr Thomas Jones, Amlwch |

| Date | Type of event | Location |
|---------------|--|----------------------------------|
| 9 March 2017 | Careers fair | Ysgol Friars, Bangor |
| 13 March 2017 | Careers fair | Llandrillo College, Rhos-on-Sea |
| 15 March 2017 | Careers Wales fair | Ysgol Glan y Mor, Pwllheli |
| 28 March 2017 | NHS Retirement Affiliation presentation | Llandygai Church Hall, Llandygai |
| April 11 2017 | Caernarfon Young Farmers Club presentation | Bethel |
| 24 April 2017 | Mock interviews and CV advice | Ysgol Bodedern, Bodedern |
| 27 April 2017 | PROBUS Porthmadog | Plas Tan y Bwlch, Porthmadog |
| 3 May 2017 | Age Concern presentation | Llanfechell |
| 8 May 2017 | Mock interviews and CV advice | Ysgol Bodedern, Bodedern |
| 8 May 2017 | Women's Institute presentation | Llaneilian WI Hall, Llaneilian |
| 17 May 2017 | Merched y Mawr | Talwrn |
| 30 May 2017 | Church Ladies Association presentation | Llandygai |

6.2.41

Appendix 41

Media Engagement

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

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Media engagement: Coverage from regional media relating to the North Wales Connection Project

| Date | Publication | Headline |
|-----------------------------------|------------------------------------|--|
| Pre Stage One Consultation | | |
| 10 November 2010 | Holyhead and Anglesey Mail | Your views needed at Wylfa B roadshows |
| 9 March 2011 | Holyhead and Anglesey Mail | National Grid Wylfa B consultation |
| 6 April 2011 | Holyhead and Anglesey Mail | Meeting the energy needs of the future |
| 14 April 2011 | Daily Post | March of the monster pylons |
| 30 May 2011 | Daily Post | Gridblock |
| 06 June 2011 | Daily Post | AM in pylons appeal |
| 16 June 2011 | Daily Post | Extra time allowed for pylons comment |
| 10 August 2011 | Daily Post | Don't defile farmland with pylons |
| 5 October 2011 | Holyhead and Anglesey Mail | Wylfa B: Groups debate impact on island future |
| 25 January | Holyhead and Anglesey Mail | Anglesey's Energy Island programme is a key driver for new employment growth and development opportunities |
| 4 July 2012 | Holyhead and Anglesey Mail | He can't label people insane |
| 4 October 2012 | Daily Post | Pylons planned for island power |
| Stage One Consultation | | |
| 4 October 2012 | BBC News | National Grid's north Wales development plans unveiled |
| 10 October 2012 | Holyhead and Anglesey Mail | Where do you want energy pylons placed? |
| 17 October 2012 | Holyhead and Anglesey Mail | A struggle for power |
| 24 October 2012 | Holyhead and Anglesey Mail | 'Pylon questions are misleading' |
| 25 October 2012 | Caernarfon and Denbighshire Herald | 'It will ruin our picturesque community' |
| 29 October 2012 | Daily Post | Don't blight our island – take cables under the sea |
| 31 October 2012 | Holyhead and Anglesey Mail | We are in the 'frontline' of pylon works |
| 31 October 2012 | Holyhead and Anglesey Mail | National Grid speak out |
| 8 November 2012 | Caernarfon and Denbighshire Herald | Meeting about pylon opposition |
| 8 November 2012 | Daily Post | Concern on Menai Strait pylon bid |
| 15 November 2012 | Caernarfon and Denbighshire Herald | Residents launch power struggle |
| 20 November 2012 | BBC News | National Grid's pylon plans meet opposition in north Wales |
| 21 November 2012 | Holyhead and Anglesey Mail | Residents launch power struggle |
| 28 November 2012 | Holyhead and Anglesey Mail | Unanimous opposition to pylons |
| 29 November 2012 | Daily Post | 'Put power lines under sea... don't spoil Strait with pylons' |
| 5 December 2012 | Holyhead and Anglesey Mail | Pylon plan concerns raised at Westminster |
| 6 December 2012 | Cambrian News | Pylon plans opposed |

| Date | Publication | Headline |
|-------------------------------|------------------------------------|--|
| 13 December 2012 | Caernarfon and Denbighshire Herald | Opposed to lattice structures |
| 20 December 2012 | Caernarfon and Denbighshire Herald | 'Look again at under-sea cables' |
| 20 December 2012 | Cambrian News | I am opposed to pylons in principle and in practice |
| 21 December 2012 | Holyhead and Anglesey Mail | Ruling nothing out in debate |
| 21 December 2012 | Holyhead and Anglesey Mail | We'll defend our island yard by yard |
| 3 December 2012 | Western Mail | Anti-pylon case to Commons |
| 14 February 2013 | Daily Post | Electrification must not depend on Wylfa |
| Stage Two Consultation | | |
| 25 April 2013 | North Wales Chronicle | MEP's concerns over Strait pylon options |
| 4 July 2013 | Caernarfon and Denbighshire Herald | Questions asked on pylon proposal |
| 10 July 2013 | Holyhead and Anglesey Mail | Questions raised in Parliament over pylons |
| 11 July 2013 | Caernarfon and Denbighshire Herald | Pylons are just not effective anymore |
| 17 July 2013 | Holyhead and Anglesey Mail | More opposition to pylons is needed |
| 25 July 2013 | Caernarfon and Denbighshire Herald | No decision made on pylons |
| 19 September 2013 | Caernarfon and Denbighshire Herald | Undersea method best way to deliver electricity |
| 23 September 2013 | Daily Post | Sea sense on pylons |
| 25 September 2013 | Holyhead and Anglesey Mail | Go underground |
| 10 October 2013 | North Wales Chronicle | Island cables should go underground |
| 16 October 2013 | Holyhead and Anglesey Mail | It's all about turning ideas into reality |
| 16 October 2013 | Holyhead and Anglesey Mail | Farms cause pylon problem |
| 16 January 2014 | Caernarfon and Denbighshire Herald | 'Listen to residents' |
| 16 January 2014 | Daily Post | Meeting about pylons |
| 16 January 2014 | North Wales Chronicle | Strait pylons campaign gains pace |
| 23 January 2014 | North Wales Chronicle | Opposition to 'corridor of pylons' |
| 27 January 2014 | Daily Post | Pylon meeting against plans |
| 29 January 2014 | Holyhead and Anglesey Mail | Big no to pylon plan |
| 30 January 2014 | Daily Post | Old oil pipeline may solve pylon worries |
| 30 January 2014 | North Wales Chronicle | Pylons rejected |
| 5 February 2014 | Holyhead and Anglesey Mail | 'The answer is under our feet' |
| 3 July 2014 | BBC News | National Grid timetable slips for Anglesey power lines |
| 11 July 2014 | Daily Post | 'No' to Wylfa pylons plan |
| 16 July 2014 | Holyhead and Anglesey Mail | Fears over attitude to consultation on pylons |

| Date | Publication | Headline |
|-------------------|------------------------------------|--|
| 17 July 2014 | Caernarfon and Denbighshire Herald | 'No' to power pylons in our beauty spots |
| 17 July 2014 | North Wales Chronicle | Pylons would scar our island |
| 23 July 2014 | Daily Post | Pylons protest |
| 23 July 2014 | Holyhead and Anglesey Mail | Protestors' firm 'no' to pylons |
| 24 July 2014 | North Wales Chronicle | Protest could have worked much better |
| 7 October 2014 | Daily Post | Going underground has to be way forward |
| 7 October 2014 | Daily Post | MP urges National Grid to come clean on pylon plans for Anglesey |
| 7 October 2014 | Daily Post | MP urges Grid to come clean on pylon plans |
| 9 October 2014 | Caernarfon and Denbighshire Herald | 'Underwater cables are now realistic' |
| 9 October 2014 | Daily Post | Anger as National Grid push for pylons |
| 13 November 2014 | Caernarfon and Denbighshire Herald | National Grid to down some Snowdonia lines |
| 6 January 2015 | www.newsnorthwales.co.uk | Treat North Wales with respect, National Grid told |
| 8 January 2015 | North Wales Chronicle | Energy giant urged to be open on plans |
| 9 January 2015 | www.walesonline.co.uk | National Grid compromise over pylon plans for North Wales countryside fails to satisfy critics |
| 9 January 2015 | www.northwaleschronicle.co.uk | Council criticises decision for more pylons across Anglesey |
| 14 January 2015 | Holyhead and Anglesey Mail | Energy firm set to erect pylons |
| 15 January 2015 | North Wales Chronicle | Councillors unhappy over island pylons |
| 21 January 2015 | Holyhead and Anglesey Mail | 'Battle for Môn is about to begin' |
| 4 February 2015 | Holyhead and Anglesey Mail | Rhun takes on Carwyn in battle to protect us from pylons |
| 27 May 2015 | Holyhead and Anglesey Mail | The altar of capitalism: Anger remains at power firm's pylon plan |
| 28 May 2015 | North Wales Chronicle | Campaigners in pylon protest |
| 3 June 2015 | Bangor and Anglesey Mail | Island 'united in opposing pylons' |
| 11 September 2015 | www.newsnorthwales.co.uk | 'Game over' for pylons as National Grid cancel surveys |
| 4 November 2016 | www.newsnorthwales.co.uk | National Grid urged to reconsider Anglesey and Gwynedd pylon consultation |
| 5 November 2015 | North Wales Chronicle | Pylons spark new debate over power line provisions |
| 19 November 2015 | North Wales Chronicle | Farmers object to Wylfa pylon plan |
| 23 November 2015 | Daily Post | Pylons costly to island |
| 29 May 2015 | www.dailypost.co.uk | Anglesey 'No pylon' protestors show of strength as National Grid meet with councillors |
| 9 December 2015 | www.dailypost.co.uk | Anglesey council urges National Grid to scrap overhead pylons plan for island |
| 4 February 2016 | North Wales Chronicle | Public meeting over plans for power line |

| Date | Publication | Headline |
|---------------------------------|------------------------------------|--|
| 13 April 2016 | Bangor and Anglesey Mail | Electricity pylons: for and against |
| 13 April 2016 | Daily Post | Help stop this pylons travesty |
| 18 April 2016 | www.dailypost.co.uk | Anglesey pylons row escalates with farmers warned of £5,000 fine |
| 2 June 2016 | North Wales Chronicle | Councillors say they are being ignored over pylons |
| 5 June 2016 | Daily Post | It's only fair to put power lines subsea |
| 15 June 2016 | BBC News | National Grid agrees power cables under Menai Strait route |
| 15 June 2016 | www.dailypost.co.uk | See where National Grid are thinking of putting Wylfa cables beneath the Menai Strait |
| 16 June 2016 | www.northwaleschronicle.co.uk | North Wales pylon plans under fire again – despite pledge to put up to 5km of cable underground |
| 25 June 2016 | North Wales Chronicle | Pylon plans spark off a new current of protests |
| 7 July 2016 | BBC News | Wylfa to Llangefni: Power station pylon route revealed |
| 23 September 2016 | Caernarfon and Denbighshire Herald | Continued pressure on Grid for subsea cables |
| 29 September 2016 | North Wales Chronicle | Pushing to keep Arfon pylon free |
| Stage Three Consultation | | |
| 5 October 2016 | Daily Post | How tunnel under the Menai will look |
| 5 October 2016 | Holyhead and Anglesey Mail | £100m electricity bill |
| 5 October 2016 | BBC News | Wylfa Newydd pylon route published as consultation launched |
| 5 October 2016 | www.dailypost.co.uk | First look at National Grid's £100m tunnel under Menai Strait |
| 11 October 2016 | www.anglesey.gov.uk | National Grid North Wales Connection Project Consultation |
| 11 October 2016 | www.gwynedd.llyw.cymru | National Grid North Wales Connection Project consultation |
| 12 October 2016 | Holyhead and Anglesey Mail | Power to the people: 'You don't know Anglesey warns pylon protestor |
| 12 October 2016 | Holyhead and Anglesey Mail | Show of unity against Grid pylon plans |
| 19 October 2016 | Holyhead and Anglesey Mail | Visual impact of pylons discussed in Senedd |
| 20 October 2016 | www.gwynedd.llyw.cymru | National Grid public events launch |
| 25 October 2016 | Daily Post | Pylon on the agony: National Grid pulling them down in Lake District but planning more in Anglesey |
| 24 October 2016 | www.dailypost.co.uk | Why are pylons set to go up on Anglesey but being taken down in the Lake District? |
| 25 October 2016 | www.anglesey.gov.uk | National Grid public events launch |
| 29 September 2016 | BBC News | Wylfa Newydd: Power tunnel under Menai Strait to cost £100m |
| 2 November 2016 | Bangor and Anglesey Mail | Health risks of pylon network |
| 10 November 2016 | Daily Post | Make your voice heard to oppose pylons |

| Date | Publication | Headline |
|--------------------------------------|-------------------------------|--|
| 11 November 2016 | Daily Post | 'We'll be boxed in by Wylfa Newydd pylons' |
| 17 November 2016 | www.dailypost.co.uk | Talks over third Menai Strait crossing have begun reveals senior AM |
| 18 November 2016 | Bangor and Anglesey Mail | 'We'll be boxed in by Wylfa Newydd pylons' |
| 10 November 2016 | Bangor and Anglesey Mail | We must speak with one voice to ensure a legacy |
| 11 November 2016 | Daily Post | Show of unity against Grid pylon plans |
| 18 November 2016 | Daily Post | Carry power lines across Strait on a new third crossing |
| 22 November 2016 | BBC News | Anglesey pylons planning permission deadline looms |
| 24 November 2016 | Bangor and Anglesey Mail | Carry power lines across Strait on a new third crossing |
| 29 November 2016 | Daily Post | Have your say on grid pylons |
| 30 November 2016 | Bangor and Anglesey Mail | Meeting for pylon concerns |
| 3 December 2016 | www.dailypost.co.uk | Anglesey pylon wars with National Grid intensify |
| 6 December 2016 | Daily Post | United against pylons: Islanders banding together to fight Grid's 'roughshod' attitude |
| 7 December 2016 | Bangor and Anglesey Mail | United against pylons |
| 12 December 2016 | BBC News | Powering Wales: Behind the scenes at the National Grid |
| 15 December 2016 | Daily Post | 'Overhead pylons plan should be short-circuited' |
| 15 December 2016 | Daily Post | Will power plant affect your farm? |
| 15 December 2016 | www.northwaleschronicle.co.uk | Full speed ahead for third Menai crossing |
| 21 December 2016 | Daily Post | Pylon costs don't add up |
| 22 December 2016 | Bangor and Anglesey Mail | At this rate we'll be losing our banks altogether |
| 22 December 2016 | North Wales Chronicle | Special design for power route |
| Post Stage Three Consultation | | |
| 18 January 2017 | Bangor and Anglesey Mail | Pylons are a 1950s method says our MP |
| 19 January 2017 | North Wales Chronicle | MP is switched on to controversial debate over '50's pylon technology |
| 20 January 2017 | Daily Post | Assembly backing for battle to buy island's new pylons |
| 20 January 2017 | Daily Post | Cardiff Bay piles pressure on National Grid to put its cables underground |
| 25 January 2017 | Holyhead and Anglesey Mail | Assembly backing for battle to bury island's new pylon network |
| 26 January 2017 | North Wales Chronicle | Underground power lines stance welcomed |
| 27 January 2017 | North Wales Chronicle | Sian Gwenllian: Cardiff matters |
| 26 January 2017 | Daily Post | PM's outline Brexit plan is both naive and extreme |
| 2 February 2017 | Bangor and Anglesey Mail | AMs heap pressure to scrap pylons |

| Date | Publication | Headline |
|-------------------|-------------------------------|---|
| 3 February 2017 | North Wales Chronicle | Rhun ap Iorweth: Cardiff matters |
| 9 February 2017 | Daily Post | 'We must act quickly' on third Menai crossing |
| 9 February 2017 | Bangor and Anglesey Mail | New warning over Menai Bridge plan |
| 10 February 2017 | North Wales Chronicle | Mixed views over the pros and cons of third crossing |
| 13 February 2017 | www.northwaleschronicle.co.uk | Mixed views over the pros and cons of third Menai Strait crossing |
| 23 April 2017 | www.dailypost.co.uk | Anglesey resident fears National Grid plan will leave home 'sandwiched in-between pylons' |
| 4 June 2017 | Bangor and Anglesey Mail | Third crossing design contract |
| 18 June 2017 | North Wales Chronicle | 600 sign petition to oppose pylons plan |
| 31 June 2017 | Bangor and Anglesey Mail | Pylon the pressure at public meeting |
| 06 July 2017 | Daily Post | Tunnel would be the most obvious solution |
| 12 July 2017 | Holyhead and Anglesey Mail | Protest against pylons |
| 13 July 2017 | North Wales Chronicle | Blurred lines at Wylfa |
| 20 July 2017 | North Wales Chronicle | Protestors highlight pylon opposition |
| 31 August 2017 | North Wales Chronicle | Island group continues to pylon pressure in its fight |
| 20 September 2017 | Daily Post | 'We can still halt N-plant pylons' |
| 27 September 2017 | Bangor and Anglesey Mail | Protestors pylon the pressure for rethink |
| 12 October 2017 | North Wales Chronicle | 2022 target for third crossing |
| 18 October 2017 | Bangor and Anglesey Mail | Don't waste millions on a tunnel... help pay for bridge |
| 19 October 2017 | North Wales Chronicle | Residents urged to support pylons meeting |
| 23 October 2017 | Daily Post | Public meeting against pylons |
| 25 October 2017 | Bangor and Anglesey Mail | Island 'No' group pylon the pressure |
| 02 November 2017 | North Wales Chronicle | Power delay sparks a row |
| 09 November 2017 | Bangor and Anglesey Mail | Pylon delay |
| 22 November 2017 | Bangor and Anglesey Mail | Support grows for island's anti-pylons campaign |
| 23 November 2017 | North Wales Chronicle | Thousands sign anti-pylon protest petition |
| 29 November 2017 | Bangor and Anglesey Mail | Pylons row protest meeting |
| 14 February 2018 | Holyhead and Anglesey Mail | Big turnout for pylons meeting |
| 30 May 2018 | Bangor and Anglesey Mail | Campaigners take island's pylons battle to the Senedd |
| 31 May 2018 | North Wales Chronicle | Island pylon protest is taken to Cardiff |
| 26 June 2018 | Daily Post | Claims Grid is avoiding councillors |