

- Connection will unlock investment in Wylfa Newydd and the benefits it brings
- Hundreds of decisions and changes made in response to feedback
- Register with the Planning Inspectorate to take part in the next steps

Inside:

- Large map of our final proposal
- How we have acted on your feedback
- The planning process and how to get involved



Final plans for Wylfa Newydd connection submitted to Planning Inspectorate

We have submitted our application to the Planning Inspectorate for a second connection for Wylfa Newydd nuclear power station.

Our proposals are for a new, second line of pylons close to the existing line and a tunnel at the Menai Strait.

This is an important step in unlocking many millions of pounds of local investment and around 9,000 construction jobs the power station will create. The connection will also transport low carbon power to the homes and businesses that use it.

Our proposals bring together eight years of detailed work. This includes consultation with communities and stakeholders, and thousands of assessments to consider the effects of the project.

Hundreds of decisions and changes have been made based on what people have told us and we've worked hard to keep the effects of our proposals on Anglesey and Gwynedd as low as we can.

At the same time, we have met the requirements placed on us, which include providing value for money for households and other electricity consumers.

We would like to thank everyone who has provided feedback, including the landowners, stakeholders and residents who have worked with us to develop our proposals.

Among the key decisions based on what people told us, we have:

- Selected a route corridor in the centre of Anglesey in preference to route corridor options nearer the coast. This option was the most popular in feedback.
- Reviewed where the connection could be routed on the approach to the Menai Strait, avoiding areas such as Menai Bridge, Llanfairpwll and Y Felinheli.
- Identified a route mostly in parallel to the existing line, keeping any effects of the two lines to one area and away from larger towns and villages. Of those who gave a view, this was the preferred approach.
- Chosen a tunnel to put the connection under the Menai Strait, changing from an original overhead line proposal, to protect the Anglesey Area of Outstanding Natural Beauty (AONB) and iconic landscape of the Menai Strait. We heard this strongly expressed by stakeholders and members of the public.
- Worked with landowners to make many small refinements to pylon locations and construction access tracks to reduce effects on land and agricultural activity.

While we have made many changes in response to what people have told us, we also recognise that we have not been able to do everything we have been asked. The most significant being to put the new connection subsea or underground, which the Isle of Anglesey and Gwynedd Councils have also requested during the project.

We have looked carefully at both these options, but they raise both technical and environmental challenges. Both options are also much more expensive than overhead lines so would not meet the obligations placed on us to keep costs low for bill payers.

We think our proposals offer the best balance of all the factors we must consider – such as the landscape, local economy, environment, technical and policy requirements – and mean there are no long-term effects for most areas of Anglesey and north Gwynedd.



What happens now?

It's now up to the Planning Inspectorate to examine our proposals and review the decisions we have made.

During this process, public hearings will be held in the local area. You have the opportunity to take part and give your feedback directly to the Planning Inspectorate to consider alongside our application documents.

If you want to get involved, you will need to register to take part. This process is managed by the Planning Inspectorate and all future comments need to be submitted to them, not National Grid.

There is more information on the planning process and how you can get involved on the back page.

Connecting Wylfa Newydd – developing the proposals

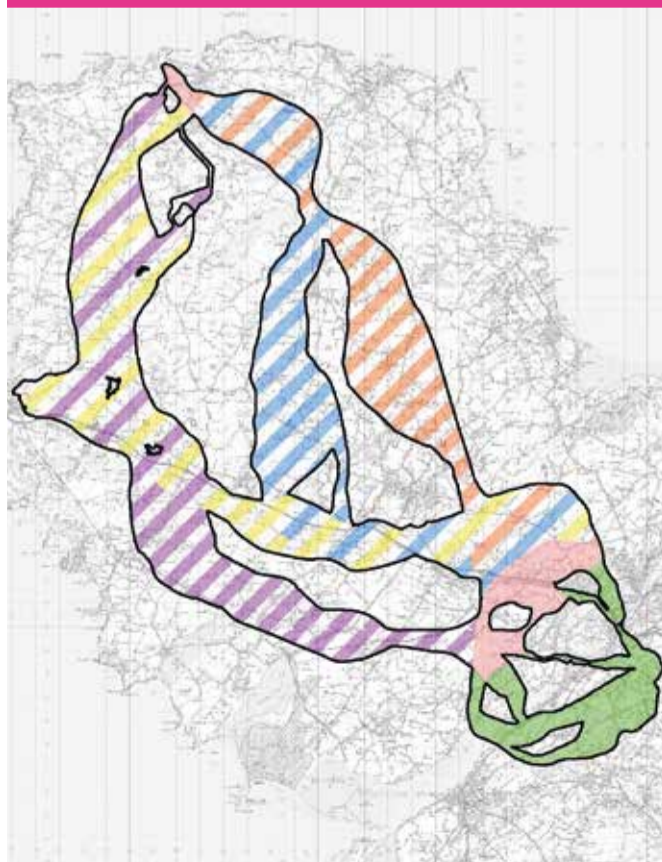
The project has developed over many years and been influenced by what people have told us.

In addition to your feedback, we have completed thousands of assessments and surveys. We have considered issues like landscape, the local economy and land use. We have also looked in detail at points like ecology, going as far as DNA testing for specific species that are important for us to understand and protect.

All of this work has shaped our proposals and we are confident we have reduced the effects on the local area, while meeting the national policy requirements that we have to comply with.

<p>2010</p> <p>We started looking at ways we could connect Wylfa Newydd, assessing options for direct current or alternating current technologies, including subsea, overhead and underground cables.</p>	<p>2012</p> <p>Our first public consultation on connection options and route corridors. We explained the work we had done and why we thought an overhead connection using pylons was likely to be the most appropriate option.</p>	<p>2013-2015</p> <p>We reviewed your feedback, and re-evaluated connection technologies to look again at subsea and underground options including a 'hybrid' option suggested in feedback. We continued to meet with the councils and technical specialists to get their input.</p>	<p>EARLY 2015</p> <p>We chose a preferred route corridor through the middle of Anglesey, keeping it away from the coastal area and associated tourism sites. We also announced that we would avoid crossing the AONB and Menai Strait with an overhead line and would instead put the connection underground to protect this nationally important landscape.</p>
<p>AUTUMN-WINTER 2015</p> <p>We developed a number of options where the new connection could be routed and held a second consultation to hear your views.</p>	<p>EARLY 2016</p> <p>We reviewed your feedback on route options and carried out further assessments including landscape, ecology, tourism, communities and technology. This helped us to develop a proposed route alignment – where pylons could be placed. We developed more detailed plans about how we could cross the Menai Strait and carried out geological surveys.</p>	<p>AUTUMN-WINTER 2016</p> <p>We held our formal third public consultation and asked for feedback on our proposed connection design, including sites for equipment, access tracks and construction areas. We continued to talk in detail to landowners directly affected by our proposals to understand their concerns and opinions. We proposed a tunnel under the Menai Strait and explained the infrastructure needed.</p>	<p>2017</p> <p>We reviewed our work again based on what you had told us. We worked with landowners to refine our proposals and carried out consultation in specific areas about construction traffic routes resulting from small changes and refinements suggested in feedback. Further meetings were held with the councils and stakeholders to get their ongoing comments.</p>
<p>EARLY 2018</p> <p>We continued to review our work and completed surveys to understand more about wildlife and geology. We revised our transport plans in north Gwynedd and carried out further consultation on construction traffic routes.</p>	<p>SUMMER 2018</p> <p>Horizon submitted its application for Wylfa Newydd to the Planning Inspectorate giving us information to help finalise our application.</p>	<p>AUTUMN 2018</p> <p>After eight years of work, we submitted our application for development consent. If we're granted consent, construction would begin in the early 2020s.</p>	<p>FIND OUT MORE</p> <p>We have published a range of documents and reports, which explain our work and the decisions we made in detail. See the back page for details.</p>

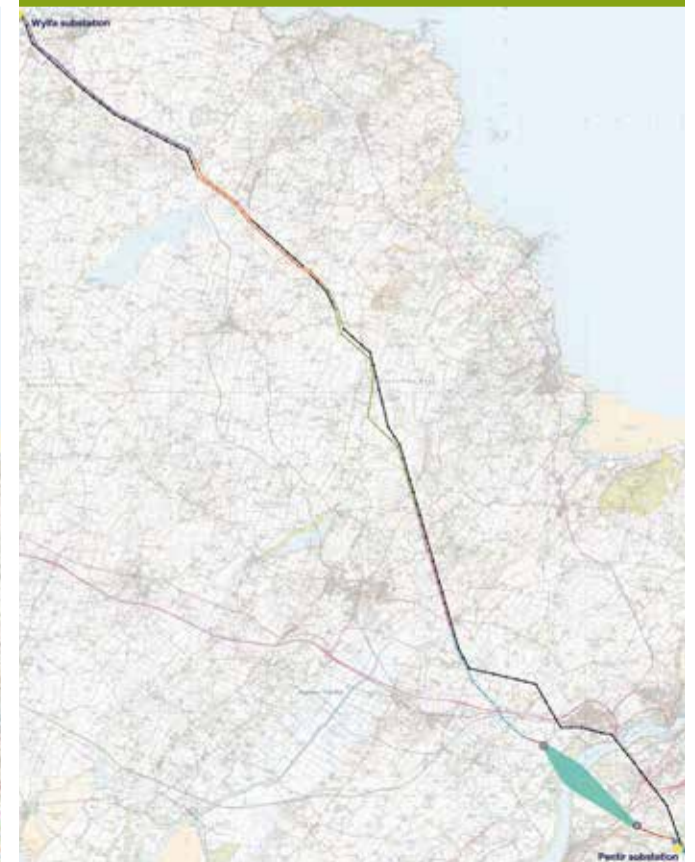
2012 route corridor options



2015 route options within orange corridor



2016 route alignment



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What you've told us and what we've done

To develop our proposals, we talked with thousands of residents, community councils and local groups. We also had hundreds of meetings with the Isle of Anglesey and Gwynedd Councils, and technical stakeholders to seek their expert opinions.

Members of the public sent in over 5,000 pieces of feedback and told us many things about Anglesey and Gwynedd, all of which has been considered.

While we have not been able to do everything people and the councils have asked, all of the issues raised have been carefully taken into account. A number of key themes have been particularly important to you.



Tourism



Tourism is a crucial part of the local economy and pylons could affect this

We consulted tourism bodies and businesses to get their comments. We also considered areas important for tourism, such as the coast, and kept away from them wherever possible. Our assessments suggest any effects from the new pylon line will be in the areas closest to it and that the majority of tourism sites across Anglesey and north Gwynedd will be unaffected.



Property



Your proposals will affect people and property

In selecting a route, we kept away from larger towns and villages. Where the new line is close to villages, we kept to the opposite side of the existing line, where possible, so that it's further away from communities. We met with residents and looked carefully at the position of pylons to keep effects on views and property as low as we can.



Landscape



The Anglesey and north Gwynedd area is special because of its landscape and we want this preserved

We kept pylons away from designated landscape areas, such as the coastal AONB and are also proposing a tunnel under the AONB at the Menai Strait so there are no new pylons in this valued area.

In Gwynedd, we looked at the setting of the Snowdonia National Park and don't think that our proposals would affect this. Keeping the new line next to the existing line for much of the route has avoided spreading the effects of overhead lines across a far wider area of Anglesey and north Gwynedd.



Traffic



Your construction traffic will cause congestion on local roads

We plan to use A-roads as much as possible and will build temporary tracks along the length of the route to get to construction areas and help keep our vehicles off local roads where we can.

Working with both the Isle of Anglesey and Gwynedd Councils we have developed an outline construction traffic management plan which looks to reduce disruption to the local road network, particularly during network peak periods.

We will continue to work with them before and during construction, to ensure construction traffic is well-managed, responds to any changes in conditions and minimises effects on local people, motorists, residents and cyclists.



A third bridge



You should put your cables on a new bridge across the Menai Strait

We are carrying out a feasibility study with Welsh Government into potential options to use a new bridge.

There's lots to consider before we know if putting our cables on a new bridge is possible. Costs, technical considerations, a 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 are also continuing with our plans for a tunnel under the Menai Strait. When completed, the feasibility findings will be considered and next steps agreed.



Undergrounding and subsea



The connection should be put underground or offshore on the sea bed

We have looked carefully at both these options. Subsea proposes a number of technical challenges in connecting a nuclear power station. Undergrounding is technically possible but raises significant environmental concerns due to the intensive construction work it requires. Both options are also much more expensive than an overhead line so would not meet the obligations placed on us to keep costs low for bill payers.

People also asked for certain sections of the route to be placed underground. We looked at these areas and considered them against national planning policy and our duty to keep the cost of the connection low for bill payers. In each case, we consider that the benefits of an underground connection do not outweigh the likely environmental effects, increased technical complexity and cost of an underground solution. Our 'Back-check of Wylfa-Pentir Design Decisions Report' explains this further (see back page).

FIND OUT MORE

Our 'Consultation Report' details all of the feedback we received since our first consultation in 2012 and how we have taken this into account.



The planning process – what happens now?

The Planning Inspectorate is responsible for examining our application and providing a recommendation to the UK Government's Secretary of State for Business, Energy and Industrial Strategy, who makes the final decision on whether to give the project consent. The process for examining our application follows several stages:

1 Submission

We have submitted our application to the Planning Inspectorate, which includes a detailed assessment of the many environmental and community considerations related to the proposals. You can view our application documents on the Planning Inspectorate's website:
<https://infrastructure.planninginspectorate.gov.uk/projects/wales/north-wales-connection/>

2 Acceptance

The Planning Inspectorate will review our application to decide whether it is suitable for examination. They will consider whether our consultation was adequate and whether we have submitted the right documents. They have 28 days to do this following submission.

3 Pre-examination – around four months

During the pre-examination period, the Planning Inspectorate will give people an opportunity to register to take part in the later stages of the process. You can do this by filling in a form on the Planning Inspectorate's website. Everyone who registers with the Planning Inspectorate will be invited to attend a preliminary meeting. At this meeting, a timetable for the examination will be set.

4 Examination – around six months

In the examination period, the inspectors will gather evidence about the application and review the information provided by National Grid. People who have registered can provide their comments to the Planning Inspectorate by post or email. The Planning Inspectorate will also hold a series of hearings in the local area. These give local people an opportunity to speak directly to the inspectors.

5 Recommendation – around three months

Following the examination period, the Planning Inspectorate will have three months to prepare a report for the Secretary of State. This report will recommend whether or not to grant a development consent order, taking into account the benefits and effects of the project and relevant planning policy.

6 Decision – around three months

Ultimately, the UK Government's Secretary of State will decide whether to grant consent for our project. They will consider the Planning Inspectorate's recommendation but do not have to agree with it.



Find out more

You can read all of our technical documents and see maps and images of the final proposals at:
<https://infrastructure.planninginspectorate.gov.uk/projects/wales/north-wales-connection/>

Some of the documents that you might find particularly useful are:

- **Navigation Document:** provides a description of all documents and reports contained within the application.
- **Consultation Report:** an overview of all of our consultations, including all the themes raised in feedback and how we have considered them.
- **History of the Project:** narrative of the project from beginning to end.
- **Environmental Statement – Non-Technical Summary:** an overview of all the different factors we considered in developing our proposals, including landscape, socio-economics, agriculture, ecology and others.
- **Draft Development Consent Order and accompanying Explanatory Memorandum:** a list of all the work we propose to do and what we'd do if consent is granted.
- **Strategic Options Report:** how we developed our preferred connection option and why we didn't choose an underground or subsea option.
- **Menai Strait Crossing Report:** an explanation of the equipment we need and our plans to build a tunnel under the Menai Strait.
- **Design Report:** explains the reasons for the design of the proposed connection, and the changes that have been made following our third, statutory, consultation in Autumn-Winter 2016.
- **Back-check of Wylfa-Pentir Design Decisions Report:** summarises our review of the earlier design decisions we made, including the choice of overhead line routes and decisions on whether the use of underground cables was more appropriate in areas where specific concerns had been raised.

Contact us:



Visit our project website at:
www.northwalesconnection.com



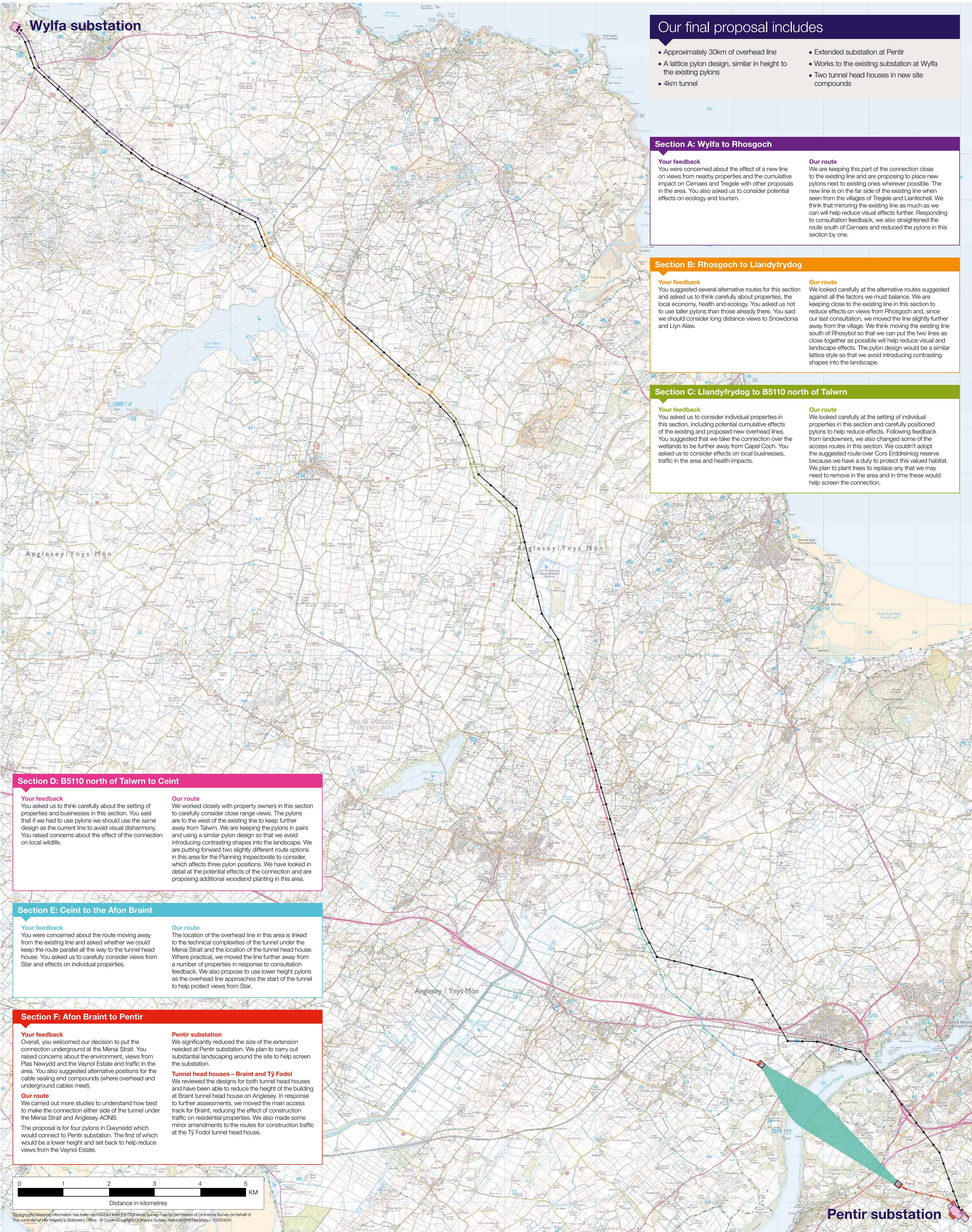
Send an email to:
nationalgrid@northwalesconnection.com



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



Our final proposal includes

- Approximately 30km of overhead line
- A lattice pylon design, similar in height to the existing pylons
- 4km tunnel
- Extended substation at Pentir
- Works to the existing substation at Wylfa
- Two tunnel head houses in new site compounds

Section A: Wylfa to Rhosgoch

Your feedback
You were concerned about the effect of a new line on views from nearby properties and the cumulative impact on Cemaes and Tregelle with other proposals in the area. You also asked us to consider potential effects on ecology and tourism.

Our route
We are keeping this part of the connection close to the existing line and are proposing to place new pylons next to existing ones wherever possible. The new line is on the far side of the existing line when seen from the villages of Tregelle and Lanfechell. We think that mirroring the existing line as much as we can will help reduce visual effects further. Responding to consultation feedback, we also straightened the route south of Cemaes and reduced the pylons in this section by one.

Section B: Rhosgoch to Llandryfog

Your feedback
You suggested several alternative routes for this section and asked us to think carefully about properties, the local economy, health and ecology. You asked us not to use taller pylons than those already there. You said we should consider long distance views to Snowdonia and Llyn Alaw.

Our route
We looked carefully at the alternative routes suggested against all the factors we must balance. We are keeping close to the existing line in this section to reduce effects on views from Rhosgoch and, since our last consultation, we moved the line slightly further away from the village. We think moving the existing line south of Rhosybol so that we can put the two lines as close together as possible will help reduce visual and landscape effects. The pylon design would be a similar lattice style so that we avoid introducing contrasting shapes into the landscape.

Section C: Llandryfog to B5110 north of Talwrn

Your feedback
You asked us to consider individual properties in this section, including potential cumulative effects of the existing and proposed new overhead lines. You suggested that we take the connection over the wetlands to be further away from Capel Coch. You asked us to consider effects on local businesses, traffic in the area and health impacts.

Our route
We looked carefully at the setting of individual properties in this section and carefully positioned pylons to help reduce effects. Following feedback from landowners, we also changed some of the access routes in this section. We couldn't adopt the suggested route over Cors Erdreiniog reserve because we have a duty to protect this valued habitat. We plan to plant trees to replace any that we may need to remove in the area and in time these would help screen the connection.

Section D: B5110 north of Talwrn to Ceint

Your feedback
You asked us to think carefully about the setting of properties and businesses in this section. You said that if we had to use pylons we should use the same design as the current line to avoid visual disharmony. You raised concerns about the effect of the connection on local wildlife.

Our route
We worked closely with property owners in this section to carefully consider close range views. The pylons are to the west of the existing line to keep further away from Talwrn. We are keeping the pylons in pairs and using a similar pylon design so that we avoid introducing contrasting shapes into the landscape. We are putting forward two slightly different route options in this area for the Planning Inspectorate to consider, which affects three pylon positions. We have looked in detail at the potential effects of the connection and are proposing additional woodland planting in this area.

Section E: Ceint to the Afon Braint

Your feedback
You were concerned about the route moving away from the existing line and asked whether we could keep the route parallel all the way to the tunnel head house. You asked us to carefully consider views from Star and effects on individual properties.

Our route
The location of the overhead line in this area is linked to the technical complexities of the tunnel under the Menai Strait and the location of the tunnel head house. Where practical, we moved the line further away from a number of properties in response to consultation feedback. We also propose to use lower height pylons as the overhead line approaches the start of the tunnel to help protect views from Star.

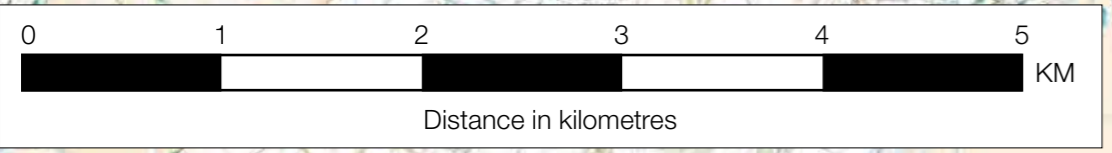
Section F: Afon Braint to Pentir

Your feedback
Overall, you welcomed our decision to put the connection underground at the Menai Strait. You raised concerns about the environment, views from Plas Newydd and the Vaynol Estate and traffic in the area. You also suggested alternative positions for the cable sealing end compounds (where overhead and underground cables meet).

Our route
We carried out more studies to understand how best to make the connection either side of the tunnel under the Menai Strait and Anglesey AONB. The proposal is for four pylons in Gwynedd which would connect to Pentir substation. The first of which would be a lower height and set back to help reduce views from the Vaynol Estate.

Pentir substation
We significantly reduced the size of the extension needed at Pentir substation. We plan to carry out substantial landscaping around the site to help screen the substation.

Tunnel head houses – Braint and Tŷ Fodol
We reviewed the designs for both tunnel head houses and have been able to reduce the height of the building at Braint tunnel head house on Anglesey. In response to further assessments, we moved the main access track for Braint, reducing the effect of construction traffic on residential properties. We also made some minor amendments to the routes for construction traffic at the Tŷ Fodol tunnel head house.



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Legend

Proposed sections of overhead line	Proposed new pylons	Existing pylons
Section A (purple line)	(purple dot)	(black dot)
Section B (orange line)	(orange dot)	(black dot)
Section C (green line)	(green dot)	(black dot)
Section D (pink line)	(pink dot)	(black dot)
Section E (blue line)	(blue dot)	(black dot)
Section F (red line)	(red dot)	(black dot)

Existing overhead line to be retained	(black line)
Proposed tunnel routing area	(green square)
Proposed site for sealing end compound and tunnel head house	(grey square)
Existing substation	(pink square)
Proposed extension at substation	(white square)

Work in West Gwynedd

We are continuing with our work in west Gwynedd to update parts of the network that are coming to the end of their operational life. We will update communities in the area when we have more detail.

Have your say

The Planning Inspectorate will review our application. During the examination process you will have more opportunities to have your say on the application. To find out more or register your interest with the Planning Inspectorate visit: <https://infrastructure.planninginspectorate.gov.uk/projects/wales/north-wales-connection/>
Call: 0303 444 5000 or email: NIEnquiries@pins.gsi.gov.uk