

GREEN GEN TOWY TEIFI

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Routeing and Consultation Document Appendices



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APPENDIX A - THE HOLFORD RULES AND CLARIFICATION NOTES

The Holford Rules: Guidelines for the Routeing of New High Voltage Overhead Transmission Lines

Rule 1

Avoid altogether, if possible, the major areas of highest amenity, by so planning the general route of the line in the first place, even if the total mileage is somewhat increased in consequence.

Note on Rule 1

Investigate the possibility of alternative routes, avoiding altogether, if possible major areas of highest amenity value. The consideration of alternative routes must be an integral feature of environmental statements.

Areas of highest amenity value are:

- Areas of Outstanding Natural Beauty
- National Parks
- Heritage Coasts
- World Heritage Sites

Rule 2

Avoid smaller areas of high amenity value, or scientific interest by deviation; provided that this can be done without using too many angle towers, i.e. the more massive structures which are used when lines change direction.

Note on Rule 2

Some areas (e.g. Site of Special Scientific Interest) may require special consideration for potential effects on ecology (e.g. to their flora and fauna). Where possible choose routes which minimise the effects on the setting of areas of architectural, historic and archaeological interest including Conservation Areas, Listed Buildings, Listed Parks and Gardens and Ancient Monuments.

Rule 3

Other things being equal, choose the most direct line, with no sharp changes of direction and thus with few angle towers.

Note on Rule 3

Where possible choose inconspicuous locations for angle towers, terminal towers and sealing end compounds.

Rule 4

Choose tree and hill backgrounds in preference to sky backgrounds, wherever possible; and when the line has to cross a ridge, secure this opaque background as long as possible and cross obliquely when a dip in the ridge provides an opportunity. Where it does not, cross directly, preferably between belts of trees.

Rule 5

Prefer moderately open valleys with woods where the apparent height of towers will be reduced, and views of the line will be broken by trees.

Notes on Rules 4 and 5

Utilise background and foreground features to reduce the apparent height and domination of towers from main viewpoints.

Minimise the exposure of numbers of towers on prominent ridges and skylines.

Where possible avoiding cutting extensive swathes through woodland blocks and consider opportunities for skirting edges of copses and woods.

Protecting existing vegetation, including woodland and hedgerows, and safeguard visual and ecological links with the surrounding landscape.

Rule 6

In country which is flat and sparsely planted, keep the high voltage lines as far as possible independent of smaller lines, converging routes, distribution poles and other masts, wires and cables, so as to avoid a concatenation or ‘wirescape’.

Note on Rule 6

In all locations minimise confusing appearance.

Arrange wherever practicable that parallel or closely related routes are planned with tower types, spans and conductors forming a coherent appearance. Where routes need to diverge allow, where practicable, sufficient separation to limit the impacts on properties and features between lines.

Rule 7

Approach urban areas through industrial zones, where they exist; and when pleasant residential and recreational land intervenes between the approach line and the substation, go carefully into the comparative costs of undergrounding, for lines other than those of the highest voltage.

Note on Rule 7

When a line needs to pass through a development area, route it so as to minimise as far as possible the effect on development.

Alignments should be chosen after consideration of effects on the amenity of existing development and on proposals for new development.

When siting substations take account of the effects of the terminal towers and line connections that will need to be made and take advantage of screening features such as ground form and vegetation.

Note on Rule 7

When a line needs to pass through a development area, route it so as to minimise as far as possible the effect on development.

Alignments should be chosen after consideration of effects on the amenity of existing development and on proposals for new development.

When siting substations take account of the effects of the terminal towers and line connections that will need to be made and take advantage of screening features such as ground form and vegetation.

Supplementary Notes

Residential Areas

Avoid routeing close to residential areas as far as possible on grounds of general amenity.

Designations of Regional and Local Importance

Where possible choose routes which minimise the effect on Special Landscape Areas, areas of Great Landscape Value and other similar designations of County, District or Local value..

Alternative Tower Designs

In addition to adopting appropriate routeing, evaluate where appropriate the use of alternative tower designs now available where these would be advantageous visually, and where the extra cost can be justified.

FURTHER NOTES ON CLARIFICATION TO THE HOLFORD RULES

Line Routeing and People

The Holford Rules focused on landscape amenity issues for the most part. However, line routeing practice has given greater importance to people, residential areas etc.

The following notes are intended to reflect this.

- Avoid routeing close to residential areas as far as possible on grounds of general amenity.
- In rural areas avoid as far as possible dominating isolated house, farms or other small-scale settlements.
- Minimise the visual effect perceived by users of roads, and public rights of way, paying particular attention to the effects of recreational, tourist and other well used routes.

Supplementary Notes on the Siting of Substations

- Respect areas of high amenity value (see Rule 1) and take advantage of the containment of natural features such as woodland, fitting in with the landscape character of the area.

- Take advantage of ground form with the appropriate use of site layout and levels to avoid intrusion into surrounding areas.
- Use space effectively to limit the area required for development, minimizing the impacts on existing land use and rights of way.
- Alternative designs of substation may also be considered, e.g. 'enclosed', rather than 'open', where additional cost can be justified.
- Consider the relationship of tower and substation structures with background and foreground features, to reduce the prominence of structures from main viewpoints.
- When siting substations take account of the impacts of line connections that will need to be made.

INTERPRETATION OF THE HOLFORD RULES 1 AND 2 AND THE NOTES TO RULE 2 REGARDING THE SETTING OF A SCHEDULED ANCIENT MONUMENT OR A LISTED BUILDING

1. Interpretation of The Holford Rules 1 and 2

1.1. Introduction

Rules 1 refers to avoiding major areas of highest amenity value, Rule 2 refers to avoiding smaller areas of high amenity value. These rules therefore require identification of areas of amenity value in terms of highest and high, implying a hierarchy, and the extent of their size(s) or area(s) in terms of major and smaller areas.

The National Grid Notes to these Rules identify at Rule 1(b) areas of highest amenity value and at Rule 2(a) and (b) of high amenity value that existed in England circa 1992.

1.2. Designations

Since 1949 a framework of statutory measures has been developed to safeguard areas of high landscape value and nature conservation interest. In addition to national designations, European Community Directives on nature conservation, most notably through Special Areas of Conservation under the Habitats and Species Directive (92/43/EC) and Special Protection Areas under the Conservation of Wild Birds Directive (79/409/EEC) have been implemented. Governments have also designated a number of Ramsar sites under the Ramsar Convention on wetlands of International Importance (CM6464).

1.3. Amenity

The term 'Amenity' is not defined in The Holford Rules but has generally been interpreted as designated areas of scenic, landscape, nature conservation, scientific, architectural or historical interest.

This interpretation is supported by paragraph 3 of the Schedule 9 to the electricity Act 1989 (The Act). Paragraph 3 (1)(a) requires that in formulating any relevant proposals the licence holder must have regard to the desirability of preserving natural beauty, or conserving flora, fauna and geological or physiological features of special interest and of protecting sites, buildings, including structures and objects of architectural, historic or archaeological interest. Paragraph 3 (1)(b) requires the license holder to do what he reasonably can do to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any flora, fauna, features, sites, buildings or objects.

1.4. Hierarchy of Amenity Value

Rules 1 and 2 imply a hierarchy of amenity value from highest to high. Designations are considered to give an indication of the level of importance of the interest to be safeguarded.

1.5. Major and Smaller Areas

Rules 1 and 2 imply consideration of the spatial extent of the area of amenity in the application of Rules 1 and 2.

1.6. Conclusion

Given that both the spatial extent in terms of major and smaller and the amenity value in terms of highest and high that must be considered in applying Rules 1 and 2, that no value in these terms is provided, then these must be established on a project-by project basis. Designations can be useful in giving an indication of the level of importance and thus value of the interest safeguarded. The note to The Holford Rules can thus only give examples of the designations which may be considered to be of the highest amenity value.

2. The setting a Scheduled Ancient Monument or a Listed Building

The National Grid note to Rule 2 refers to the setting of historic buildings and other cultural heritage features, however, there a definition of setting is not provided.

ENVIRONMENTAL AND PLANNING DESIGNATIONS – EXAMPLES OF DESIGNATIONS TO BE TAKEN INTO ACCOUNT IN THE ROUTEING OF NEW HIGH VOLTAGE TRANSMISSION LINES

Major Areas of Highest Amenity Value

Relevant national or international designations for major areas of highest amenity value could include the following:

- Special Areas of Conservation
- Special Protection Areas
- RAMSAR Sites
- National Scenic Areas
- National Parks
- National Nature Reserves
- Protected Coastal Zone Designations
- Sites of Special Scientific Interest
- Scheduled Ancient Monuments
- Listed Buildings
- Conservation Areas
- World Heritage Sites
- Historic Gardens and Designated Landscapes

Other Smaller Areas of High Amenity Value

There are other designations identified in development plans of local planning authorities which include areas of high amenity value.

- Areas of Great Landscape Value
- Regional Scenic Areas
- Regional Parks
- Country Parks

The nature of the landscape in these areas is such that some parts may also be sensitive to intrusion by high voltage overhead transmission lines but it is likely that less weight would be given to these areas than to National Scenic Areas and National Parks.

Flora and Fauna

Legislation sets out the procedure for designation of areas relating to flora, fauna and to geographical and physiogeographical features. Designations relevant to the routing of transmission lines will include Special Area of Conservation, Special Protection Area, Sites of Special Scientific Interest, National Nature Reserves, Ramsar Sites and may also include local designations such as Local Nature Reserve.

Area of Historic, Archaeological or Architectural Value

Certain designations covering more limited areas are of relevance to the protection of views and the settings of towns, villages, buildings or historic, archaeological or architectural value. These designations include features which may be of exceptional interest. Of particular importance in this connection are:

- Scheduled Monuments
- Listed Buildings
- Conservation Areas
- Gardens and Designated Landscapes included in the Inventory of Gardens and Designated Landscapes of Wales.

Green Belts

Generally the purposes of Green Belts are not directly concerned with the quality of the landscape.

APPENDIX B - CORRIDOR APPRAISAL TABLES

The Corridor Appraisal Tables below provide a tabulated comparison of the advantages and disadvantages of the environmental and technical constraints influencing each corridor option. For ease of reference, each cell in the tables is shaded red, amber or green to indicate the degree to which the corridor option is preferred when considered against a particular constraint, with red being the least preferred and green being the most preferred. A summary table with the same shading is provided at the end of this appendix.

Corridor A Appraisal Table

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
Landscape	The single largest section under consideration at 35.5km, Section A1 would head southwest of Lan Fawr ending at the small village of Rhydargaeau. It broadly lies to the northwest of the high ground within the centre of the study area. The northern 7km of Section A1 is within Ceredigion County Council, this is the only section of any of the corridors outside Carmarthenshire County Council. Section A1 is not coincident with any designated landscapes of international or national importance.	Section A2a is a 12.5km section that is broadly a continuation of the main Section A1, running from Rhydargaeau in the north around the east of Carmarthen before connecting to the proposed Carmarthen Substation. Section A2a is not coincident with any designated landscapes of international importance. The western edge is coincident with Bishop's Palace, Abergwili Historic Park and Garden - but this area could be avoided during the detailed routeing phase.	Section A2b is a 15km section that is an alternative to Section A2a, running from Rhydargaeau in the north to the west and south of Carmarthen before connecting to the proposed Carmarthen Substation, which it approaches from the west. Section A2b is not coincident with any designated landscapes of national or international importance. Special Landscape Area (SLA) - Section A2b passes through Carmarthen Bay & Estuary SLA (Local Plan Policy EQ6) for 1km either side of the Afon Tywi to the south of Carmarthen.	Section A2c is a 8.4km section that branches southeast from the main Section A1, running from Rhydargaeau in the north to the west of Nantycaws in the south, where it connects with Section A2a at the A48. It's eastern path avoids the settlements of Carmarthen and Abergwili. Section A2c is not coincident with any designated landscapes of international importance. Special Landscape Area (SLA) - Section A2c passes through the Tywi Valley SLA (Local Plan Policy EQ6) for 3.4km.

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	Special Landscape Area (SLA) - Up to 9.1km of Section A1 lies within the Teifi Valley SLA (Local Plan Policy EQ6). Landscape Character Areas - The northern 26km of Section A1 broadly follows the boundary of NLCA40 Teifi Valley and NLCA21 Cambrian Mountains, intermittently crossing between the two areas. The southern 9.5km is just within the boundary of NLCA42 Pembroke and Carmarthen Foothills, adjacent to NLCA21. NLCA40 Teifi Valley - The valley is predominantly rural and enclosed for agriculture. There are a wide variety of field sizes and areas with thick hedgerows, mainly enclosing pastures. The small towns of Tregaron, Lampeter, Llanybydder, Llandysul, Newcastle Emlyn and the larger town of Cardigan lie along its course. NLCA21 Cambrian Mountains - The Cambrian	Special Landscape Area (SLA) - Section A2a passes through the western end of the Tywi Valley SLA (Local Plan Policy EQ6) for 3km to the northeast of Carmarthen. Landscape Character Areas - The northern 4.5km is within NLCA42 Pembroke and Carmarthen Foothills; the central 5.5km is within the western end of NLCA41 Tywi Valley; and the southern 2.2km is within the northern end of NLCA45 Taf, Tywi and Gwendraeth Estuaries (directly adjacent to NLCA33 Gwendraeth Vales). NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main routes are 'through' rather than 'to' this area. The area has gentle rolling uplands and sheltered wooded valleys with regular pasture fields. NLCA41 Tywi Valley - A lowland river valley on a wide, but contained, floodplain. There is a regular pattern of fields, enclosed by	Landscape Character Areas - The northern 3.3km is within NLCA42 Pembroke and Carmarthen Foothills; the central 7km is within the east of NLCA44 Taf and Cleddau Vales to the west of Carmarthen, where it very briefly overlaps with the western edge of NLCA41 Tywi Valley; and the southern 4.7km is within the northern end of NLCA45 Taf, Tywi and Gwendraeth Estuaries. NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main routes are 'through' rather than 'to' this area. The area has gentle rolling uplands and sheltered wooded valleys with regular pasture fields. NLCA44 Taf and Cleddau Vales - A broad, undulating, agricultural, lowland, generally sloping southwards and forming the rural hinterland to the settlements and more populous areas that lie outside its confines to the southwest and southeast. It is dissected by numerous small, deeply cut minor river valleys, often with wooded sides.	Landscape Character Areas - The northern half of the section is within NLCA42 Pembroke and Carmarthen Foothills; and the southern half is within NLCA41 Tywi Valley. NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main routes are 'through' rather than 'to' this area. The area has gentle rolling uplands and sheltered wooded valleys with regular pasture fields. NLCA41 Tywi Valley - A lowland river valley on a wide, but contained, floodplain. There is a regular pattern of fields, enclosed by hedgerows with many hedgerow trees. LANDMAP Habitats - There are no areas evaluated as 'Outstanding'. The southern half of the section, all south of the A40, is in an area evaluated as 'High'. LANDMAP Geology - A 2km area in the south of Section A2c is evaluated as 'Outstanding'; and is

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an extensive and tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the area. NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main routes are 'through' rather than 'to' this area. The area has gentle rolling uplands and sheltered wooded valleys with regular pasture fields. LANDMAP Habitats - Approximately 8km narrow strip within the north of Section A1 and 2.2km within the centre of Section A1 are in areas evaluated as 'Outstanding'. These areas are connected by 12km of area evaluated as 'High'. LANDMAP Geology - Approximately 6.2km within the north of Section A1, associated with the Afon	hedgerows with many hedgerow trees. NLCA45 Taf, Tywi and Gwendraeth Estuaries - Behind the dunes and running up the estuaries there are salt marshes that eventually give way to marsh grazing and rectilinear field enclosure patterns. Much of the area is devoid of development, with qualities of wildness and active coastal processes dominating. LANDMAP Habitats - There are no areas evaluated as 'Outstanding'. There are two areas totalling approximately 3.7km evaluated as 'High'. LANDMAP Geology - Very small sections in the north and south of Section A2a evaluated as 'Outstanding'; with the majority of the corridor evaluated as 'High'. LANDMAP Historical - A 1.4km section by Abergwilli is evaluated as 'Outstanding'; with the remainder of Section A2a evaluated as 'High'.	NLCA45 Taf, Tywi and Gwendraeth Estuaries - Behind the dunes and running up the estuaries there are salt marshes that eventually give way to marsh grazing and rectilinear field enclosure patterns. Much of the area is devoid of development, with qualities of wildness and active coastal processes dominating. LANDMAP Habitats - There are no areas evaluated as 'Outstanding'. There are three small sections crossing the corridor evaluated as 'High'. LANDMAP Geology - Three small sections totalling around 3km in Section A2b evaluated as 'Outstanding'; with two very small sections evaluated as 'High'. LANDMAP Historical - A 3.4km section to the southwest of Carmarthen is evaluated as 'Outstanding'; with the remainder of Section A2b evaluated as 'High'. Landscape Elements - There are small patches of forestry and woodland belts within	enclosed either side by smaller sections evaluated 'High'. LANDMAP Historical - A 1.1km area around the Afon Tywi in the centre of the section is evaluated as 'Outstanding'; with the remainder of Section A2c evaluated as 'High'. Landscape Elements - There are small patches of forestry and woodland belts within Section A2c, which should be avoided. The field pattern and rural landscape mean that the OHL would have to cross and circumvent numerous hedgerows and small woodland copses within the landscape. The Afon Tywi cuts through Section A2c in addition to several minor watercourses. Summary - Tywi Valley SLA unavoidable. Areas of 'Outstanding' LANDMAP historical and geology also unavoidable. Would need to cross the high quality landscape around the Afon Tywi.

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	Teifi, and 5km within the south of Section A1 are in areas evaluated as 'Outstanding'. There are occasional smaller sections evaluated as 'High'. LANDMAP Historical - Very small sections in the north and centre evaluated as 'Outstanding'; with almost the entirety of Section A1 evaluated as 'High'. Landscape Elements - The northern end of the corridor is located in approximately 1km of forest (National Forest Inventory 2020) and there are small patches of forestry elsewhere in the corridor, but the majority of these should be avoidable. The field pattern and rural landscape mean that the OHL would have to cross and circumvent numerous hedgerows and small woodland copses within the landscape. Approximately 7km of the Afon Teifi is within the corridor and orientated in broadly the same direction, and there are several small tributaries that cross the corridor for its full length.	Landscape Elements - There are small patches of forestry and woodland belts within Section A2a, which should be avoided. The field pattern and rural landscape mean that the OHL would have to cross and circumvent numerous hedgerows and small woodland copses within the landscape. The Afon Tywi cuts through Section A2a in addition to several minor watercourses. Summary - Tywi Valley SLA unavoidable and would be in close proximity to Bishop's Palace, Abergwili Historic Park and Garden. Areas of 'Outstanding' LANDMAP historical and geology.	Section A2b, which ideally should be avoided, but there are two areas of Ancient Woodland which cross the corridor. The field pattern and rural landscape mean that the OHL would have to cross and circumvent numerous hedgerows and small woodland copses within the landscape. The Afon Tywi cuts through Section A2b in addition to several minor watercourses. Summary - Carmarthen Bay & Estuary SLA unavoidable and small areas of Ancient Woodland unavoidable. Areas of 'Outstanding' LANDMAP geology and historical.	

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	Summary - Teifi Valley SLA plus a 1km stretch of forestry unavoidable. Areas of 'Outstanding' LANDMAP habitats and geology.			
Visual	Overview - an undulating rural landscape with hedgerows and woodland belts which filter views; as well as the local topography occasionally containing views and providing high ground for longer-distance views. The higher ground to the east is noticeable and Brechfa Windfarm is a prominent feature in views east. NLCA40 Teifi Valley - For much of its length this area is a broad sweeping vale with the river mainly incised further into an inner, more intimate, valley within, often hidden from the wider view. The slopes of the wider valley rise gradually to the adjacent upland of the Cambrian Mountains. The roads that pass along and across the valley are not major transport routes, but link the small market towns and villages located every few miles, usually close to the main river.	Overview - a rural landscape with hedgerows and woodland belts which filter views; the town of Carmarthen, and the A-roads, which connect to it give the area a semi-urban feel. There are longer distance views to higher ground to the north and northeast. NLCA42 Pembroke and Carmarthen Foothills - Just about all the land is farmland, enclosed with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number of ridges and valleys, created by numerous watercourses create attractive views. NLCA41 Tywi Valley - The valley is a green and fertile vale with a notably wide and active flood plain, across which the river twists and contorts in places. Slopes dip down from the hills either	Overview - a rural landscape with hedgerows and woodland belts which filter views; the proximity to Carmarthen impacts the rural perception of the area. The change in topography and landform is noticeable within the lower lying ground around the Afon Tywi. NLCA42 Pembroke and Carmarthen Foothills - Just about all the land is farmland, enclosed with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number of ridges and valleys, created by numerous watercourses create attractive views. NLCA44 Taf and Cleddau Vales - A large predominantly rural area. Small blocks of broadleaved woodland, coniferous and mixed plantations occupy many of the slopes and valley sides across the area. The main river valleys are fringed in swathes of semi-natural woodland.	Overview - a rural landscape with hedgerows and woodland belts which filter views; busy A-roads dissect the Section. There are longer distance views to higher ground to the north and northeast. NLCA42 Pembroke and Carmarthen Foothills - Just about all the land is farmland, enclosed with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number of ridges and valleys, created by numerous watercourses create attractive views. NLCA41 Tywi Valley - The valley is a green and fertile vale with a notably wide and active flood plain, across which the river twists and contorts in places. Slopes dip down from the hills either side. The area is well settled and the A40 is a noticeable visual feature in the

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	NLCA21 Cambrian Mountains - This extensive, windswept, upland area is notable for its sense of emptiness, on either side of gentler landscapes. It is not generally a landscape of steep, high peaks but more of a smooth and undulating, very exposed upland plateau. It has sweeping open panoramas on a large grand scale. The presence of car parks, forestry plantations, wind farms, reservoir infrastructure and the A44 contrasts from the sense of open remoteness in places. NLCA42 Pembroke and Carmarthen Foothills - Just about all the land is farmland, enclosed with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number of ridges and valleys, created by numerous watercourses create attractive views. LANDMAP Visual & Sensory - There are no areas evaluated as 'Outstanding'; however almost the entirety of Section A1 is within an	side. The area is well settled and the A40 is a noticeable visual feature in the landscape. NLCA45 Taf, Tywi and Gwendraeth Estuaries - The coastal estuary areas can have a wild, rugged appearance with undulating sand dunes, windswept grasslands and scrub. The extensive estuary mud flats and sands form a smooth backdrop to this visually complex area. However, the section within the study area and corridor is on the adjacent pastoral land to the east of the Afon Tywi. LANDMAP Visual & Sensory - A 3km area around Abergwili is evaluated as 'Outstanding'; and a small area to the south of Peniel is evaluated as 'High'. Settlements - From the north to the south the corridor includes the village of Peniel; and Abergwili, where it circumvents Carmarthen. In addition to the small settlements there are numerous scattered properties along the route of	NLCA45 Taf, Tywi and Gwendraeth Estuaries - The coastal estuary areas can have a wild, rugged appearance with undulating sand dunes, windswept grasslands and scrub. The extensive estuary mud flats and sands form a smooth backdrop to this visually complex area. However, the section within the study area and corridor is on the adjacent pastoral land to the east of the Afon Tywi. LANDMAP Visual & Sensory - A small 400m area next to the Afon Tywi is evaluated as 'Outstanding'; and there is a 2km area in the north of Section 2Ab and a 2km section close to the river evaluated as 'High'. Settlements - This section avoids villages, though is in close proximity to the west of Carmarthen. There are very occasional scattered properties along the route of this corridor. Transport Routes - Within the very north of the Section are the B431 and A484. The section crosses the A40 at the southwest of Carmarthen. The	landscape. LANDMAP Visual & Sensory - The 3.1km central area around the Afon Tywi is evaluated as 'Outstanding'. Settlements - The only small settlement in the section is the village of White Mill. In addition to White Mill there are numerous scattered properties along the route of this corridor. Nantycaws is 700m east of the section. Transport Routes - The A40 crosses the centre of the corridor from east to west to the immediate north of the Afon Towy; with the B4300 running parallel to the south of the river. Within the very south of Section A2c is the A48. Recreation - Tourists and visitors likely to use the roads through the corridor as they approach the Welsh coastline, as opposed to visiting the area as an end point. NCN No. 47 passes through the south of Section A2c. Cumulative - Not close to

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	area evaluated as 'High'. Settlements - From the north to the south the corridor includes the villages of Pentrefelin and Cellan; it then runs to the immediate east of the town of Lampeter and includes the villages of Cwmann and Ram; the next settlement is 6.3km to the southwest and the village of Ty Mawr; it is then a further 7km southwest to the settlement of Llanllwni and 2.5km further southwest before passing the villages of New Inn and Gwyddgrug, all of which are settlements adjacent to the A485; a further 10.2km southwest in the village of Rhydargaeau at the southern end of this section. In addition to the small settlements there are numerous scattered properties along the route of this corridor. Transport Routes - The section broadly follows the path of the highway network on the lower ground and therefore includes several routes. From the north 5.4km of the B4343, which joins the A485 at Lampeter where it	this corridor. To the immediate northeast of Carmarthen Substation is the small settlement of Idole. Transport Routes - The northern 4.5km of Section A2a contains the A485 as it approaches and connects to Carmarthen. The A40 and A48 both cross the centre of the corridor from east to west as they approach Carmarthen. Within the south of Section A2a a stretch of A484 runs north to south as it also approaches Carmarthen. Recreation - Tourists and visitors likely to use the roads through the corridor as they approach the Welsh coastline, as opposed to visiting the area as an end point. NCN No. 47 twice passes through Section A2a. Cumulative - Would be in relative close proximity to existing 132kV OHL within the north and south of this section (i.e. excluding the SLA). Summary - Line would have to pass in close proximity to Abergwili settlement, and	West Wales railway line cuts through Section A2b twice. Recreation - Tourists and visitors likely to use the roads through the corridor as they approach the Welsh coastline, as oppose to visiting the area as an end point. NCN No. 47 and No. 4 both pass through Section A2b. The heritage Gwili Railway runs through the north of Section A2b. Cumulative - Would be in relative close proximity to, and need to cross, an existing 132kV OHL to the west and south of Carmarthen. Summary - Avoids residential areas; but close to a small area of 'Outstanding' landscape for LANDMAP Visual & Sensory. Would need to cross relatively open estuary area. Potential cumulative impacts.	existing 132kV or 400kV OHL. Summary - Line would have to pass in close proximity to White Hill settlement, and through an area either side of the Afon Tywi evaluated as 'Outstanding' for LANDMAP Visual & Sensory.

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	continues southwest for a further 2.5km; at Ty Mawr, the B4337 dissects the route; the A485 is again coincident with the section 12km to the south of where the corridor and road separated, overall the A485 is within the corridor for approximately 17km. Recreation - One key PRoW and NCN No. 82 are adjacent to the Afon Teifi in the north of the section. There are occasional holiday homes, B&Bs and at least one campsite within the route corridor. Cumulative - Would be in relative close proximity to existing 132kV OHL within the centre and south of this section. Summary - Large number of settlements and scattered properties in relative close proximity. No areas evaluated as 'Outstanding' for LANDMAP Visual & Sensory. Potential cumulative impacts.	through an area either side of the settlement evaluated as 'Outstanding' for LANDMAP Visual & Sensory.		
Biodiversity and Nature Conservation	Section A1 is within 10km of Elenydd - Mallaen SPA. This section contains the	Section A2a contains the Afon Tywi SAC; however, opportunities exist to span the SAC during the detailed	Section A2b contains the Afon Tywi SAC; however, opportunities exist to span the SAC during the detailed	Section A2c contains the Afon Tywi SAC; however, opportunities exist to span the SAC during the detailed

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	Afon Teifi SAC; however, opportunities exist to span the SAC during the detailed routeing stage. This section passes in close proximity to several SSSIs but does not directly impact any. This section contains several areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This sections contains several areas of Priority Habitat. Opportunities exist to avoid and / or span these areas during the detailed routing stage.	routeing stage. This section contains several areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid the majority of these sites during the detailed routing stage, however it may not be possible to avoid an area of Ancient Woodland to the south of Llanllwch. This sections contains several areas of Priority Habitat. Opportunities exist to avoid and / or span these areas during the detailed routing stage.	routeing stage. This section passes in close proximity to several SSSIs but does not directly impact any. This section contains several areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This sections contains several areas of Priority Habitat. Opportunities exist to avoid and / or span these areas during the detailed routing stage.	routeing stage. This section passes in close proximity to several SSSIs but does not directly impact any. This section contains several areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid and / or span these sites during the detailed routing stage. This sections contains several areas of Priority Habitat. Opportunities exist to avoid and / or span these areas during the detailed routing stage.
Cultural Heritage	There are 20 Designated Historic Assets within Section A1, consisting of both Listed Buildings and Scheduled Monuments. There are no Registered Parks and Gardens or Historic Landscapes that coincide with Section A1. Listed Buildings: • 16 Grade II Listed Buildings	There are nine Designated Historic Assets within A2a, consisting of Listed Buildings, Scheduled Monuments, a Registered Park and Garden and a Historic Landscape. Two Registered Park and Garden Significant Views are recorded for the Registered Park and Garden of Bishop's Palace, Abergwili.	There are six Designated Historic Assets within Section A2b, consisting of Listed Buildings, Scheduled Monuments, and the Historic Landscape of Tywi Valley. There are no Registered Parks and Gardens within this Section. Listed Buildings:	There are four Designated Historic Assets within A2c, consisting of Listed Buildings and Scheduled Monuments. Listed Buildings • 1 Grade II Listed Buildings • 1 Grade II* Listed Building Which consists of one Grade II* Listed Building associated

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	• 1 Grade II* Listed Building Which consist of six Grade II domestic buildings, one Grade II building associated with transport, one Grade II building related to Religious Ritual and Funerary practises, and 8 Grade II unclassified buildings. The Grade II* Church of All Saints is located approximately 30 km along the route from the South; 3.5 km to the northeast of Lampeter and is adjacent to the B4343. Scheduled Monuments: • 3 Scheduled Monuments Three Round Cairns SE of Blaen Carreg Scheduled Monument is located 22 km along the corridor route from the south. The scheduled monument comprises the remains of three burial cairns probably dating to the Bronze Age (2300 – 800 BCE). Plan Lan Round Barrow Cemetery is located approximately 21 km along the corridor route from the south and 1 km to the south	Listed Buildings • 6 Grade II Listed Buildings • 1 Grade II* Listed Building Which consists of one Grade II Listed Building associated with Religious, Ritual and Funerary activity and five unclassified Grade II Listed Buildings. The Grade II* Listed Building Cwmgwili, a two-storey country house, is located approximately 9.5 km from the south of Section A2a. Section A2a passes to the east of Carmarthen town. Within Carmarthen there are approximately 308 listed buildings, of these three are Grade I and eight of Grade II* listed. The setting-derived significance of these buildings will mainly come from Carmarthen town, but some may have the potential to derive significance from a wider setting. Registered Park and Garden Bishop's Palace, Abergwili Grade II Registered Park and	• 3 Grade II Listed Buildings Which consist of one Religious Ritual and Funerary Grade II Listed Building and two unclassified Listed Buildings. Section A2b passes to the east of Carmarthen town. Within Carmarthen there are approximately 308 listed buildings, of these three are Grade I and eight of Grade II* listed. The setting-derived significance of these buildings will mainly come from Carmarthen town, but some may have the potential to derive significance from a wider setting. Schedule Monuments: • 2 Scheduled Monuments Both scheduled monuments within Section A2b date to the medieval period. Pant-Glas Castle Mound is located approximately 14.7 km along the section from the south. Trebersed Moated Domestic Site is located approximately	with industrial activity and one Grade II Listed Building associated with domestic activity. The Grade II* Listed Building Felin Wen (White Mill) is a 2-story early 19th-century corn mill, depicted on an 1840 Tithe Map, is located approximately from the south. Scheduled Monuments Merlin's Hill Hillfort Scheduled Monument intersects with the western edge of the corridor, approximately 3.5 km along the corridor from the south. The historic asset is of a type that is likely to derive significance from its surrounding setting. Therefore, if this corridor is considered further the effect of development on the assets setting derived significance will have to be considered. Round Barrow 200m SSW of Felin-Wen-Isaf Scheduled Monument is a Bronze Age round barrow. The historic asset is located approximately 3.5 km along the corridor from the south.

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	of Three Round Cairns SE of Blaen Carreg Scheduled Monument. The cemetery contains the remains of three barrows probably dated to the Bronze Age (2300 – 800 BCE). Derlwyn Round Barrow Cemetery is approximately 17.5 km along the corridor from the south, and 3.5 km south of Plan Lan Round Barrow Cemetery. The monument comprises a prehistoric round barrow cemetery, probably dated to the Bronze Age (2300 – 800 BCE). To the east of section A1, there are ten scheduled monuments, all dated to the Bronze Age and associated with religious, ritual and funerary activity. The scheduled monuments are situated along an elevated stretch of land that includes the Brechfa Forest and Llanllwni Mountain. The monuments are of a type that it would be expected that their elevated position and the views to and from their locations were a	Garden is located approximately 6.5 km from the south of Section A2a. The nineteenth-century woodland garden is positioned above the north bank of the Afon Tywi and its flood plain. Cadw records two significant views for Bishop Palace Registered Park and Garden. One view is on a southwest to northeast alignment through the garden and the other is on a southeast to northwest alignment. Historic Landscape Section A2a intersects with the Tywi Valley Historic Landscape, approximately 7 km from the Sections south. The historic landscape is characterised by modern and early modern farming on the valley floor, with surviving areas of ancient woodland and medieval documentary evidence of forest-based economic regimes. The evidence and understanding of the prehistoric environment and settlement patterns of the Tywi Valley are limited.	7.3 km along the section from the south. Historic Landscape Section A2 b intersects with the Tywi Valley Historic Landscape approximately 4 km along the section from the south. The historic landscape is characterised by modern and early modern farming on the valley floor, with surviving areas of ancient woodland and medieval documentary evidence of forest-based economic regimes. The evidence and understanding of the prehistoric environment and settlement patterns of the Tywi Valley are limited. Infrequent Iron Age hillforts, such as Cairn Goch and Merlin's Hill, overlook the valley though the understanding of the occupation of the valley floor at the time is limited. Summary Section A2b passes to the west of Carmarthenshire through a fairly sparse rural landscape, though it does cross several major roads, it lies southwest of	Historic Landscape Section A2a intersects with the Tywi Valley Historic Landscape, approximately 1.5 km from the Sections south. The historic landscape is characterised by modern and early modern farming on the valley floor, with surviving areas of ancient woodland and medieval documentary evidence of forest-based economic regimes. The evidence and understanding of the prehistoric environment and settlement patterns of the Tywi Valley are limited. Infrequent Iron Age hillforts, such as Cairn Goch and Merlin's Hill, overlook the valley though the understanding of the occupation of the valley floor at the time is limited. Summary Section A2c passes to the east of Carmarthenshire through a fairly sparse rural landscape, though it does cross several major roads, it lies southwest of the higher

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	consideration in their placement. How these assets setting derived significance may be affected by the development will need to be a consideration for any development along section A1. Summary Section A1 passes through a fairly sparse rural landscape, as a result, the number of Listed Buildings is limited. The topography of the corridor is undulated, its lowest point approximately 95 m AOB to 333 m AOB. The Bronze Age scheduled monuments are located in elevated positions. It is likely that similar non-designated or unknown archaeological features are present within the corridor. The established rural landscape suggests non-designated or unknown archaeological features present within the corridor are likely to be related to agriculture and subsistence land use, isolated farmsteads and hamlets, probably dated from the Medieval period to the present.	Infrequent Iron Age hillforts, such as Cairn Goch and Merlin's Hill, overlook the valley though the understanding of the occupation of the valley floor at the time is limited. Summary Section A2a passes to the east of Carmarthenshire through a fairly sparse rural landscape, though it does cross several major roads, it lies southwest of the higher land of Brechfa Forest. The types of archaeological assets likely to be encountered within this section may be expected to date from the Medieval Period to the present and relate to agriculture and subsistence land use as well as isolated farmsteads and hamlets. There is a limited understanding and known archaeological evidence for prehistoric archaeology within the Historic Landscape of the Tywi Valley. The limited archaeological record reduces the ability to make a judgment on the potential for earlier archaeological deposits.	the higher land of Brechfa Forest. The types of archaeological assets likely to be encountered within this section may be expected to date from the Medieval Period to the present and relate to agriculture and subsistence land use as well as isolated farmsteads and hamlets. There is a limited understanding and known archaeological evidence for prehistoric archaeology within the Historic Landscape of the Tywi Valley. The limited archaeological record reduces our ability to make a judgment on the potential for earlier archaeological deposits. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same	land of Brechfa Forest. The types of archaeological assets likely to be encountered within this section may be expected to date from the Medieval Period to the present and relate to agriculture and subsistence land use as well as isolated farmsteads and hamlets. There is a limited understanding and known archaeological evidence for prehistoric archaeology within the Historic Landscape of the Tywi Valley. The limited archaeological record reduces our ability to make a judgment on the potential for earlier archaeological deposits. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	Section A1 passes within 2 km of three registered parks and gardens. Views from these types of monuments are often an important component of their significance and how they may be affected by the development will need to be a consideration for any development along Section A1. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground non-designated historic assets may also be present within this section.	earlier archaeological deposits. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground non-designated historic assets may also be present within this section.	type. It should also be considered that unknown/belowground non-designated historic assets may also be present within this section.	require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground non-designated historic assets may also be present within this section.

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	Extended Areas The widening of the A1 corridor in two areas brings an additional two Scheduled Monuments and two Listed Buildings into the corridor's envelope. Castell Nonni Scheduled Monument, an iron age hillfort, is located approximately 15 km long the corridor from the south. The hillfort lies approximately 0.5 km from the western edge of the original A1 corridor. Capel, a Grade II Chapel, dated to the late Post-Medieval period, is located approximately 400 m to the north of Castell Nonni, approximately 750m from the original western edge of the A1 corridor. Pencarreg War Memorial, a grade II sculpted memorial, is located 26 km along the corridor from the south, approximately 7.5 km from the eastern edge of the original A1 corridor. Adjacent to the war memorial is the grade II Ram Inn, originally a domestic building dated from			

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	the late Post-Medieval period. The widening of the corridor brings its western edge to within 36m of Maesycrugiau Hall Registered Park and Garden (RPG). It is possible that the RPG may have significant views to the east across the corridor area which will need to be taken into account if the corridor is taken forward.			
Geology and Hydrogeology	Section A1 contains small localised areas of peaty soils which can be avoided. No Regionally Important Geological and Geomorphological Sites or Geological Conservation Review Sites are present in this section of corridor A.	Section A2a contains a small area of peaty soil to the west of Nantycaws. This area is likely avoidable. A Geological Conservation Review Site, Allt Pen y Coed, is present in the southern part of this section and south of Heol Llangynnwr. This site is relative small in size and therefore could be spanned if required. Two regionally Important Geological and Geomorphological Sites, the Peniel Cuttings, are also present further north in this section of the corridor but they are very narrow in nature and likely to be avoidable.	Section A2b contains only one localised area of peaty soil at Llanllwch which can be avoided. No Regionally Important Geological and Geomorphological Sites or Geological Conservation Review Sites are present in this section of corridor A.	Section A2c contains no peaty soils that would constrain this part of the corridor. Regarding Regionally Important Geodiversity Sites, this section contains Pantyglien Farm Quarry north west of Whitemill. Allt Pen y Coed, a Geological Conservation Review Site, is present in the most southern part of this section. Neither of these sites constrain this section.
Hydrology and Flood Risk	Section A1 crosses a number of watercourses which have	Section A2a crosses a number of watercourses	Section A2b crosses a number of watercourses which have	Section A2c crosses a number of water courses

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
	associated high risk flood zones. The majority of the high risk flood zone areas could be spanned, however areas associated with the Afon Teifi in the northern part of the Section to the south of Lampeter would be unavoidable. Depending on crossing locations, high risk flood zones associated with the Nant Alltwalis at Alltwalis, and the Afon Gwili and Nant Corwg to the west of Pontarsais in the southern part of the section may not be avoidable. Additional high risk flood zones associated with the Nant Ceiliog at Aber-Glar, Afon Talog north of Gwdwn and Afon Gilwydeth south of Gwdwn are present but can be avoided.	which have associated high risk flood zones. The majority of the high risk flood zone areas could be spanned, however areas associated with the Afon Tywi to the east of Carmarthen would be unavoidable.	associated high risk flood zones. The majority of the high risk flood zone areas could be spanned, however areas associated with the Afon Tywi to the west of Carmarthen would be unavoidable. Depending on crossing locations, high risk flood zones associated with the Afon Gwili west of Bronwydd and areas west of Llanllwch may not be avoidable.	which have associated high risk flood zones. The majority of the high risk flood zone areas could be spanned, however the influence of the Afon Tywi south of Whitemill cannot be spanned and is therefore unavoidable. Additionally the high risk flood zone associated with the Nant Pibwr north west of Nantycaws may be unavoidable.
Land Use – Best and Most Versatile (BMV) Agricultural Land	The northern section of Section A1 contains an area of BMV (Grade 1, 2, 3a) Agricultural Land to the south and also east of Lampeter; this area of BMV Agricultural Land may not be avoidable. An area of BMV Agricultural Land is located in the central area of the section to the west of Aber-Giar and Llanllwni but could be easily avoided.	Section A2a contains an area of BMV Agricultural Land to the east of Carmarthen associated with the Afon Tywi; this area of BMV Agricultural Land may would not avoidable. There is an additional area of BMV Agricultural Land in the southern portion of Section A2a north east of Idole although this could potentially be avoided.	Section A2b contains areas of BMV Agricultural Land to the west and north east of Llanllwch; these areas of BMV could potentially be avoided. There are a number of areas of BMV in the southern section, east and south east of Croesyceiliog; the majority of these areas could not be avoided.	Section A2c contains a large area of BMV Agricultural Land to the south of Whitemill associated with the Afon Tywi; this area could not be avoided. The area also has a number of smaller clusters of BMV Agricultural Land to the north of Whitemill in the central area of Section A2c; these areas could potentially be avoided.

Environmental	Corridor Option A1	Corridor Option A2a	Corridor Option A2b	Corridor Option A2c
Land Use – Registered Common Land	There is no Registered Common Land within Section A1.	There is a small area of Registered Common Land within Section of A2a, east of Abergwili; this could be avoided.	There is no Registered Common Land within Section A2b.	There is no Registered Common Land within Section A2c.

Technical	Corridor A1	Corridor A2a	Corridor A2b	Corridor A2c
Corridor Length	Corridor A (via section A2a) is approximately 46.4km. Corridor A (via section A2b) is approximately 50.4km. Corridor A (via section A2c) is approximately 48.0km.			
Construction Access	Generally, with the exception of the most northerly portion of Section A1, Section A1 is well served by various A roads including the A485 which runs within a significant portion of the Section in a north south direction parallel to the corridor. There are existing B roads and various minor roads within the corridor, however some construction access difficulties may be envisaged in the very northern portion of the section.	Section A2a is well served by various A roads including the A485 which runs within a significant portion of the Section in a north south direction parallel to the corridor; by the A40 and A48 further south. Minor construction access issues are envisaged in this section.	Section A2b is well served by various A roads including the A484 which crosses the northern portion of the Section through Cwmdwyfran, and further south by the A40 west of Llanllwch. Minor construction access issues are envisaged in this section.	The central to southern parts of section A2c is well served by two A roads including the A40 which runs through the central part of the section around Whitemill and the A48 to the very south and west of Nantycaws. The B4300 also crosses the section south of Whitemill. The northern region of section A2c is not directly served by any A roads but is in close proximity to the A485 running through Section A2a that can be accessed by minor roads. Minor construction access issues are envisaged in this section.

Technical	Corridor A1	Corridor A2a	Corridor A2b	Corridor A2c
Terrain (slope >22 degrees)	Section A1 has some areas of steep terrain within the corridor, particularly around Alltwalis, however large areas of the Section have more manageable terrain and therefore It may be possible to avoid the steep terrain present.	The northern section of Section A2a includes small areas of steep terrain some of which may not be avoided.	Section A2b includes some areas of steep terrain particularly in the northern portion of the corridor around Bronwydd Arms. It may be difficult to avoid steep terrain.	The northern and central portions of Section A2c include areas of steep terrain some of which could not be avoided.
Third Party Infrastructure (including 400kV, 275kV, 132kV and 33kV OHL, rail infrastructure and existing, consented or proposed wind energy developments)	Section A1 crosses existing 132 kV OHL infrastructure in a number of locations and there are various sections of existing 132 kV OHL running north south parallel to the corridor within the section including the Brechfa Forest grid connection. There is an existing 33kV OHL running north south parallel to the corridor in the northern portion of Section A1. There are also a number of 33kV OHLs crossing Section A1 in the vicinity of Lampeter substation.	The existing Brechfa Forest 132 kV OHL grid connection runs north south parallel to the corridor for a large stretch of Section A2a; part of this grid connection is undergrounded north and south of Abergwili. Section A2a crosses an existing 33kV OHL in the vicinity of the A48.	Section A2b crosses existing OHL including 132 kV infrastructure to the west and south of Johnstown. There are also a number of 33kV OHLs crossing Section A2b including in the vicinity of Carmarthen substation. Section A2b would require rail crossings at three locations; to the west and south of Johnstown and at the Gwili Steam Railway near to Bronwydd Arms. There is a potential pinch point in the vicinity of Carmarthen Substation, due to 132kV OHL, substation infrastructure, solar farm and commercial developments.	Section A2c crosses an existing 33kV OHL in the southern portion of the section.

Corridor B Appraisal Table

Environmental	Corridor Option B1	Corridor Option B2	Corridor Option B3	Corridor Option B4
Landscape	Section B1 heads southwest for 7km from Lan Fawr, roughly ending at the A482, before continuing as either Section B2 or Link BC1. The section crosses an undulating and rural landscape; but broadly follows the lower lying ground of the Afon Twrch valley between higher landform to the west and east. Section B1 is not coincident with any designated landscapes of international or national importance. Special Landscape Area (SLA) - Up to 5.5km of Section B1 lies within the Northeastern Uplands SLA (Local Plan Policy EQ6). Landscape Character Areas - The entire section is within NLCA21 Cambrian Mountains. NLCA21 Cambrian Mountains - The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern	Section B2 continues southwest from Section B1 for 3.8km from the A482 to close to the small river Nant Tawe, before continuing as either Section B3 or Link BC2. The section crosses an undulating and rural landscape, similar to Section B1. Section B2 is not coincident with any designated landscapes of international or national importance. Special Landscape Area (SLA) - None. Landscape Character Areas - The entire section is within NLCA21 Cambrian Mountains. NLCA21 Cambrian Mountains - The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an extensive and tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the	Section B3 continues southwest from Section B2 for 15.5km from close to the small river Nant Tawe to close to the B4310 at Ffynnon Newydd, before continuing as either Section B4 or Link BC3. The section crosses an undulating, rural landscape with large areas of forestry. Section B3 is not coincident with any designated landscapes of international or national importance. Special Landscape Area (SLA) - Up to 4.5km of the south of Section B3, lies within the Cothi Valley SLA (Local Plan Policy EQ6). Landscape Character Areas - The entire section is within NLCA21 Cambrian Mountains. NLCA21 Cambrian Mountains - The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an	Section B4 continues southwest from Section B3 for 8.9km from close to the B4310 at Ffynnon Newydd to near the A485 south of Peniel, where it joins section A2a. The section crosses an undulating and rural landscape, from an area of high ground at the north of the section to low ground at the south. Section B4 is not coincident with any designated landscapes of international or national importance. There are two very small areas of 'Registered Common Ground' in the section and scattered areas of Ancient Woodland. Special Landscape Area (SLA) - None. Landscape Character Areas - The northern 1km is within NLCA21 Cambrian Mountains and the remainder is in the central region of NLCA42 Pembroke and Carmarthen Foothills. NLCA21 Cambrian Mountains - The Cambrian Mountains

Environmental	Corridor Option B1	Corridor Option B2	Corridor Option B3	Corridor Option B4
	river catchments and forms an extensive and tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the area. LANDMAP Habitats - The full section is in an area evaluated as 'High'. LANDMAP Geology - There are no areas evaluated as 'Outstanding' or 'High'. LANDMAP Historical -A short section at the edge of Lan Fawr EP is evaluated as 'Outstanding'; with the remainder of Section B1 evaluated as 'High'. Landscape Elements - Section B1 covers an intricate and irregular field pattern, which include two small areas of Ancient Woodland which could be easily avoided. The streams which incise the landscape are often accompanied by mature woodland belts. The OHL would have to cross and circumvent numerous hedgerows, woodland belts and watercourses within the landscape.	area. LANDMAP Habitats - The full section is in an area evaluated as 'High'. LANDMAP Geology - There are no areas evaluated as 'Outstanding' or 'High'. LANDMAP Historical -The full section is in an area evaluated as 'High'. Landscape Elements - Section B2 covers a landscape with an irregular field pattern and areas of forestry (but almost no Ancient Woodland). There are a small number of narrow watercourses within the Section. The OHL would have to cross several hedgerows and woodland belts within the landscape. Summary - No designated landscapes and few receptors within Section B2, but an intricate topography and landscape pattern to cross.	extensive and tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the area. LANDMAP Habitats - There are no areas evaluated as 'Outstanding'. However, approximately 3.1km in the north and 2.5km in the south of Section B3 are evaluated as 'High'. LANDMAP Geology - There are no areas evaluated as 'Outstanding'. Two sections totalling 3.6km within the centre of Section B3 are evaluated as 'High'. LANDMAP Historical -The southern 9km of Section B3 is evaluated as 'Outstanding' and northern 3km is in an area evaluated as 'High'. Landscape Elements - Section B3 covers a landscape containing large areas of forestry (but almost no Ancient Woodland), which would be impacted, in addition to the hedgerows, woodland belts and watercourses found across the study area.	form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an extensive and tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the area. NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main routes are 'through' rather than 'to' this area. The area has gentle rolling uplands and sheltered wooded valleys with regular pasture fields. LANDMAP Habitats - Only a small area in the north of Section B4 is evaluated as 'High'. LANDMAP Geology - There are no areas evaluated as 'Outstanding'. The northern 6km of Section B4 are evaluated as 'High'. LANDMAP Historical -The entire section is in an area evaluated as 'High'. Landscape Elements -

Environmental	Corridor Option B1	Corridor Option B2	Corridor Option B3	Corridor Option B4
	Summary - Northeastern Uplands SLA is unavoidable; and an intricate field, landscape pattern and undulating landform indicate that the route would probably need to follow the path of watercourses where the landscape value is likely to be highest.		Summary - Cothi Valley SLA unavoidable. 'Outstanding' areas of LANDMAP historical unavoidable. Large areas of forestry would be impacted.	Section B4 covers a landscape hedgerows and woodland belts (and small scattered areas of Ancient Woodland). A small number of narrow watercourses cross Section B4. Summary - No designated landscapes and few receptors within Section B4, but hedgerows, woodland belts and an area of high ground in the north to avoid.
Visual	Overview - an undulating rural landscape, with an intricate field pattern and woodland belts which follow the valley streams. Views contained by landform, valley sides and woodland; but more open views from the higher ground. NLCA21 Cambrian Mountains - This extensive, windswept, upland area is notable for its sense of emptiness, on either side of gentler landscapes. It is not generally a landscape of steep, high peaks but more of a smooth and undulating, very exposed upland plateau. It has sweeping open panoramas on a large grand scale. The presence of car parks, forestry plantations, wind farms, reservoir	Overview - an undulating rural landscape, with an intricate field pattern and woodland belts. Higher ground in the west afford longer distance views, as well as a visible ridge to avoid. Views contained by landform and woodland; but more open views from the higher ground. NLCA21 Cambrian Mountains - This extensive, windswept, upland area is notable for its sense of emptiness, on either side of gentler landscapes. It is not generally a landscape of steep, high peaks but more of a smooth and undulating, very exposed upland plateau. It has sweeping open panoramas on a large grand scale. The presence of car	Overview - an undulating rural landscape, with areas of heavy forestry. The forestry heavily screens views around the landscape. There are four areas of high mounds/ridges in the north of the section which should be avoided from a routeing point of view. NLCA21 Cambrian Mountains - The presence of car parks, forestry plantations, wind farms, reservoir infrastructure and the A44 contrasts from the sense of open remoteness in places. LANDMAP Visual & Sensory - The whole of Section B3, except for two very small areas, is within an area evaluated as 'High'.	Overview - a rural landscape with hedgerows and woodland belts which filter views. There are longer distance views to higher ground to the north and northeast. NLCA21 Cambrian Mountains - This extensive, windswept, upland area is notable for its sense of emptiness, on either side of gentler landscapes. It is not generally a landscape of steep, high peaks but more of a smooth and undulating, very exposed upland plateau. It has sweeping open panoramas on a large grand scale. The presence of car parks, forestry plantations, wind farms, reservoir infrastructure and the A44

Environmental	Corridor Option B1	Corridor Option B2	Corridor Option B3	Corridor Option B4
	infrastructure and the A44 contrasts from the sense of open remoteness in places. LANDMAP Visual & Sensory - The whole of Section B1 is within an area evaluated as 'High'. Settlements - There are two small hamlets in Section B1 - Ffarmers and Ffaldybrenin - and occasional scattered properties. Transport Routes - The A482 runs east to west across the southern end of Section B1 and there are occasional other local roads within Section B1. Recreation - There is at least one holiday homes/ B&B within Section B1. Likely to be ramblers visiting the area. Cumulative - Not close to existing 132kV or 400kV OHL. Summary - Away from settlements and a limited number of potential receptors.	parks, forestry plantations, wind farms, reservoir infrastructure and the A44 contrasts from the sense of open remoteness in places. LANDMAP Visual & Sensory - The whole of Section B2 is within an area evaluated as 'High'. Settlements - There are occasional scattered properties within Section B2. Transport Routes - Several quite local roads within Section B2 connecting small settlements. Recreation - Likely to be ramblers visiting the area. Cumulative - Not close to existing 132kV or 400kV OHL. Summary - Away from settlements and a limited number of potential receptors. High ground in the west of the Section should be avoided.	Settlements - The village of Brecha is 2.6km from the southern end of Section B3. In addition, there are very occasional and scattered properties within Section B3. Transport Routes - The B4337 crosses the north of Section B3 from east to west and 4.8km of the B4310 is orientated as per the corridor within the south of Section B3. Recreation - Occasional camping, holiday cottages and B&Bs within Section B3. Likely to be ramblers visiting the area. Cumulative - Not close to existing 132kV or 400kV OHL. Summary - Generally away from settlements, except Brechfa, and a limited number of potential receptors. But areas of high ground in the north of the Section would be prominent locations for pylons and should be avoided. The existing forestry could potentially screen and back cloth steel pylons.	contrasts from the sense of open remoteness in places. NLCA42 Pembroke and Carmarthen Foothills - Just about all the land is farmland, enclosed with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number of ridges and valleys, created by numerous watercourses create attractive views. LANDMAP Visual & Sensory - No areas evaluated as 'Outstanding' or 'High'. Settlements - There are no settlements but there are several scattered properties along the route of this corridor. Transport Routes - There are no A or B roads, but the section is criss-crossed by several small local roads connecting farms and properties. Recreation - Tourists and visitors are likely to be travelling through the area as opposed to stopping.

Environmental	Corridor Option B1	Corridor Option B2	Corridor Option B3	Corridor Option B4
				Cumulative - Not close to existing 132kV or 400kV OHL. Summary - Few receptors in this area, though the OHL would have to pass close to some scattered properties. Not evaluated as High or Outstanding in LANDMAP datasets.
Biodiversity and Nature Conservation	Section B1 is within 10km of Elenydd - Mallaen SPA. This section contains the Caeau Caradog SSSI; however, opportunities exist to either avoid or span the SSSI during the detailed routing stage. This section contains several areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This sections contains several large areas of Priority Habitat. There are limited opportunities to avoid these areas during the detailed routing stage, but only the smaller areas of priority habitat.	Section B2 is within 10km of Elenydd - Mallaen SPA. This section contains several areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This sections contains a large stretch of priority habitat that spans the width of the section and could not be avoided.	Section B3 contains a large area of National Forest Inventory. This section contains several areas of Ancient Woodland; however, opportunities exist to avoid these sites during the detailed routing stage. This sections contains several areas of Priority Habitat. Opportunities exist to avoid and / or span these areas during the detailed routing stage.	Section B4 contains several areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This sections contains several areas of Priority Habitat. Opportunities exist to avoid and / or span these areas during the detailed routing stage.

Environmental	Corridor Option B1	Corridor Option B2	Corridor Option B3	Corridor Option B4
Cultural Heritage	There are four Designated Historic Assets within Section B1, consisting of Listed Buildings and a Scheduled Monument. There are no Registered Parks and Gardens or Historic Landscapes that coincide with Section B1.	There are no known Designated Historic Assets within Section B2. Section B2 consists of mixed farmland and isolated wooded areas. The topography is undulating around valley streams. Settlements consist of isolated farms. Historic assets likely to be encountered within Section B2 are likely to be related to Medieval to Modern agricultural activity.	There are nine Designated Historic assets within Section B3, consisting of both Listed Buildings and Scheduled Monuments. There are no Registered Parks and Gardens or Historic Landscapes that coincide with Section B3.	There are five Designated Historic Assets within Section B4, consisting of both Listed Buildings and Scheduled Monuments. There are no Registered Parks and Gardens or Historic Landscapes that coincide with Section B4.
	Listed Buildings		Listed Buildings	Listed Buildings
	• 3 Listed Buildings		• 8 Grade II Listed Buildings	• 2 Grade II Listed Building • 1 Grade II* Listed Building
	Which consist of two Grade II Religious, Ritual and Funerary buildings and one Grade II domestic building.	This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground non-designated historic assets may also be present within this section.	Which consist of three domestic buildings, one religious ritual and funerary building, one building related to transport, one commercial building, and two unclassified buildings.	Which consist of two unclassified Grade II Listed Buildings. The Grade II* Capel Panteg and attached vestry to the left is an independent chapel built in 1751, located approximately 0.5 km along Section B4 from the south.
	Scheduled Monument		Scheduled Monuments	Scheduled Monuments
	• 1 Scheduled Monument		• 1 Scheduled Monument	• 2 Scheduled Monuments
	Craig Twrch Round Carin is located 6.6 km along Section B1 from the south, described by Cadw as a well-preserved burial cairn, probably dating from the Bronze Age (2300 BCE – 800 BCE).		Llech Ciste Standing Stone Scheduled Monument is located approximately 0.4 km along Section B2 from the south. The standing stone dates to the Bronze Ag (2300 – 800 BCE) and is a white quartz stone.	Which consists of a defensive enclosure, located approximately 0.4 km along Section B4 from the south. The Iron Age (800 BCE – 43 CE) earthworks are the remains of a triangular-shaped enclosure positioned
	Summary		Summary	
	The northern part of Section B1 is within the southern Carmarthen Mountains. The southern end of the Section			

Environmental	Corridor Option B1	Corridor Option B2	Corridor Option B3	Corridor Option B4
	consists of lower undulating mixed agricultural land. In the southern part of Section B1 non-designated archaeological assets are likely to be related to agricultural and subsistence practices and probably date from the Medieval to Modern periods. In the northern section, there is a greater opportunity to encounter Prehistoric Archaeological remains, including further monuments related to Religious, Ritual and Funerary practices. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground non-		Section B3 passes through the undulating landscape of Brechfa Forest, characterised by steep-sided streams and river valleys with wooded valley sides. The southern part of Section B3 passes through mixed farmland. Historic assets within this section are likely to be related to agricultural and subsistence practices, that will probably date from the Medieval to Modern periods. In the Brechfa Forest evidence of the passed forest economy may survive. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground non-	at the confluence of two streams. Summary Section B4 passes through a modern agricultural landscape with several valley streams interspersed. The types of historic assets present are likely to consist of evidence of agricultural and subsistence practices, dating from the Medieval to Modern periods. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground non-designated historic assets may also be present within this section.

Environmental	Corridor Option B1	Corridor Option B2	Corridor Option B3	Corridor Option B4
	designated historic assets may also be present within this section.		designated historic assets may also be present within this section.	
Geology and Hydrogeology	Section B1 contains several areas of peaty soil. The area of peat west of Bryn Ffynnon is the largest in this section however it could be spanned if required. No Regionally Important Geological and Geomorphological Sites or Geological Conservation Review Sites are present in this section of corridor B.	Section B2 contains some areas of peaty soil which can largely be avoided. The largest area of peat on the east side of the corridor and southwest of Harford may not be avoidable in some cases depending on the crossing location. No Regionally Important Geological and Geomorphological Sites or Geological Conservation Review Sites are present in this section of corridor B.	Section B3 contains one small localised area of peaty soil on the southern end of the section east of Pen-crug-melyn. This area can be spanned or avoided so is not considered a constraint. No Regionally Important Geological and Geomorphological Sites or Geological Conservation Review Sites are present in this section of corridor B.	Section B4 contains several areas of peaty soil. In the northern part of the section, a more extensive area of peaty soil to the south of Pen-crug-melyn may not be avoidable depending on the routing chosen. No Regionally Important Geological and Geomorphological Sites or Geological Conservation Review Sites are present in this section of corridor B.
Hydrology and Flood Risk	Section B1 crosses a number of watercourses which are associated with Flood Zones 2 and 3 areas. As these high risk flood zone areas are relatively small in size they can be spanned and are therefore avoidable.	Section B2 crosses several watercourses which are associated with Flood Zones 2 and 3. These high risk flood zone areas are small in size and therefore can be spanned.	Section B3 crosses multiple watercourses which are associated with Flood Zones 2 and 3. As these high risk flood zone areas are relatively small in size they can be spanned and are therefore avoidable.	Section B4 crosses a number of watercourses which are associated with Flood Zones 2 and 3. Several of these high risk flood zone areas intersect this section however they are less than the minimum tower span and therefore are considered avoidable.
Land Use – Best and Most Versatile ((BMV) Agricultural Land	There is no BMV Agricultural Land within Corridor B			
Land Use – Registered Common Land	The northern portion of Section B1 contains a small area of Registered Common	There is no Registered Common Land within Section B2	There is no Registered Common Land within Section B3	The northern portion of Section B4 contains two areas of Registered Common

Environmental	Corridor Option B1	Corridor Option B2	Corridor Option B3	Corridor Option B4
	Land, north of Ffarmers associated with Afon Twrch; this could be avoided.			Land associated with Afon Gafros; although both could be avoided.

Technical	Corridor Option B1	Corridor Option B2	Corridor Option B3	Corridor Option B4
Corridor length	Corridor B (via section A2a) is approximately 44.4km. Corridor B (via section A2c) is approximately 44.5km.			
Construction Access	The southern portion of Section B1 is served by the A482 which crosses the corridor north west of Harford. However the more northerly portion of Section B1 is less well served for access. There are a number of minor roads within the Section however some construction access difficulties may be envisaged.	The A482 crosses Section B1 just to the north of Section B2 providing access, however there are no further A roads within this Section. An existing B road and various minor roads cross the corridor. Some construction access issues are envisaged in this section.	There are no A roads within Section B3. Two existing B roads and various minor roads cross the corridor. Some construction access issues are envisaged in this section.	There are no A roads within Section B4. There are a number of minor roads within this section however some construction access difficulties may be envisaged.
Terrain (slope >22 degrees)	Section B1 has areas of steep terrain within the corridor in multiple areas mainly associated with woodland. It may be possible to avoid some of the steep terrain.	Section B2 has areas of steep terrain within the corridor in multiple areas mainly associated with woodland. It may be difficult to avoid steep terrain.	Section B3 has significant areas of steep terrain. Steep terrain occurs across the whole extent of the corridor in multiple areas, mainly associated with woodland.	Section B4 has areas of steep terrain within the corridor in multiple areas mainly associated with woodland. It may be difficult to avoid steep terrain.
Infrastructure (including 400kV, 275kV, 132kV and 33kV OHL, rail infrastructure and existing, consented or	Section B1 crosses an existing 33kV OHL at the southern extent of the Section on the border of B1 and B2.	Section B2 crosses an existing 33kV OHL at the northern extent of the Section on the border of B1 and B2. There is a single wind turbine located in the northern portion of Section B2 south of the A482.	None	None

Technical	Corridor Option B1	Corridor Option B2	Corridor Option B3	Corridor Option B4
proposed wind energy developments)				

Corridor C Appraisal Table

Environmental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
Landscape	Section C1 heads southwest for 7km from Lan Fawr, parallel and to the east of Section B1 before continuing as either Section C2 or Link BC1. The northern end of Section C2 crosses high ground including the western slopes of Bryn Ffynnon for 2km, before the landform drops in height on the eastern valley sides of the Afon Fanafas. Section C1 is not coincident with any designated landscapes of international or national importance.	Section C2 continues southwest from Section C1 for 5.8km from Gwlad-Eithaf, before continuing as either Section C3a or C3b. The section is on relatively low ground and broadly follows the path of the A482 and B4302. It crosses a rural landscape with an irregular shaped field pattern, hedgerows and occasional woodland belts. Section C2 runs in between larger woodland blocks. Section C2 is not coincident with any designated landscapes of	Section C3a continues south from Section C2 for 7km before heading southwest for 2.5km, avoiding the high ground of Mynydd Cynros, and connecting with Section C4. It crosses an undulating rural landscape, which rises in the north before falling in height to the river valleys at Afon Dulais and Pyle Bach. The landscape has an intricate and irregular field pattern with frequent woodland belts and hedgerow boundaries; but no large blocks of	Section C3b continues west from Section C2 for 5.5km before heading south for 5.2km, avoiding the high ground of Mynydd Cynros. It its northern section it runs to the north of Afon Cothi, but crosses high ground at Banc Beili-Tew. It crosses a rural landscape with woodland belts and hedgerow boundaries; there are large blocks of forestry in the centre and south which would be unavoidable. Section C3b is not coincident with any designated	Section C4 continues southwest from Section C3 for 12.4km, from near Cwmdu in the north to Llanegwad at the A40 in the south. The landform is undulating and drops from north to south, but is generally on lower lying ground than much of the study area. It is a rural landscape with an intricate field pattern and numerous woodland belts. There are several watercourses within the Section, including Nant Hir, Afon Dulais, Afon Sannan, Nant Cellyn and the larger Afon Tywi at	Section C5 continues southwest from Section C4 for 12.7km from the A40 before connecting to the northeast of the proposed Carmarthen Substation. The northern 2km is on lower lying ground as the Section crosses the Afon Tywi and its immediate valley. The route then follows a slight ridge of ground between two lower lying valleys. Section C5 is not coincident with any designated landscapes of international

Environmental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
	Special Landscape Area (SLA) - Up to 5.5km of Section C1 lies within the Northeastern Uplands SLA (Local Plan Policy EQ6). Landscape Character Areas - The entire section is within NLCA21 Cambrian Mountains. NLCA21 Cambrian Mountains - The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an extensive and tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the area. LANDMAP Habitats - The full section is	international or national importance. However, areas of Ancient Woodland and Dolaucothi Historic Park and Garden (National Trust property) occasionally overlap the edge of the corridor - but all these areas could be easily avoided. Special Landscape Area (SLA) - Up to 4.5km of the south of Section C2, lies within the Cothi Valley SLA (Local Plan Policy EQ6). Landscape Character Areas - The northern 2.2km of Section C2 is within NLCA21 Cambrian Mountains; and the southern 3.km is within NLCA42 Pembroke and Carmarthen Foothills. NLCA21 Cambrian	forestry. Section C3a is not coincident with any designated landscapes of international or national importance. Special Landscape Area (SLA) - Up to 2.8km of the north of Section C3a, lies within the Cothi Valley SLA (Local Plan Policy EQ6). Landscape Character Areas - The entire section is within NLCA42 Pembroke and Carmarthen Foothills. NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main routes are 'through' rather than 'to' this area. The area has gentle rolling uplands and	landscapes of international or national importance. Special Landscape Area (SLA) - Up to 7km of the north of Section C3b, lies within the Cothi Valley SLA (Local Plan Policy EQ6). Landscape Character Areas - The entire section is within NLCA42 Pembroke and Carmarthen Foothills. NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main routes are 'through' rather than 'to' this area. The area has gentle rolling uplands and sheltered wooded valleys with regular pasture fields. LANDMAP Habitats	the southern end of the section. Section C4 is not coincident with any designated landscapes of international or national importance. Special Landscape Area (SLA) - The southern 3.4km of Section C4, lies within the Tywi Valley SLA (Local Plan Policy EQ6). Landscape Character Areas - The northern 9km section is within NLCA42 Pembroke and Carmarthen Foothills; the southern 3.4km is within NLCA41 Tywi Valley. NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main routes are 'through' rather than	importance. Special Landscape Area (SLA) - The northern 3.2km of Section C5 passes through the Tywi Valley SLA (Local Plan Policy EQ6). Landscape Character Areas - The northern half of Section C5 is within NLCA41 Tywi Valley; and the southern half is within NLCA33 Gwendraeth Vales. NLCA41 Tywi Valley - A lowland river valley on a wide, but contained, floodplain. There is a regular pattern of fields, enclosed by hedgerows with many hedgerow trees. NLCA33 Gwendraeth Vales - An area of rolling hills, ridges and minor valleys,

Environmental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
	in an area evaluated as 'High'. LANDMAP Geology - There are no areas evaluated as 'Outstanding' or 'High'. LANDMAP Historical - A 1.8km section at the edge of Lan Fawr EP is evaluated as 'Outstanding'; with the remainder of Section C1 evaluated as 'High'. Landscape Elements - Section C1 covers an area of moorland, with a block of forestry, at the north, which becomes an intricate and irregular field pattern on the lower lying ground to the south. There are very small areas of Ancient Woodland which could be easily avoided. This section only crosses	Mountains - The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an extensive and tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the area. NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main routes are 'through' rather than 'to' this area. The area has gentle rolling uplands and sheltered wooded valleys with regular pasture fields. LANDMAP Habitats - Only the northern 1.7km is within	sheltered wooded valleys with regular pasture fields. LANDMAP Habitats - An approximate 2.3km area at the south of the section is within landscape evaluated as 'High'. LANDMAP Geology - An approximate 1.4km area towards the north of the section, but only on the eastern side of the corridor, is within landscape evaluated as 'High'. LANDMAP Historical - Most of the landscape is evaluated as 'Outstanding' - with two short sections at the centre and south evaluated as 'High'. Landscape Elements - Section C3a covers a landscape with an irregular field pattern, hedgerows	- An approximate 1.1km area towards the south of the section is within landscape evaluated as 'High'. LANDMAP Geology - An approximate 1.3km area towards the north of the section is within landscape evaluated as 'High'. LANDMAP Historical - There are three separate sections of landscape evaluated as 'Outstanding' - 2km in the north, 3km in the centre; and a further 2km at the south within the east of the section. The remainder of the landscape is all evaluated as 'High'. Landscape Elements - Section C3b covers a landscape with an irregular field	'to' this area. The area has gentle rolling uplands and sheltered wooded valleys with regular pasture fields. NLCA41 Tywi Valley - A lowland river valley on a wide, but contained, floodplain. There is a regular pattern of fields, enclosed by hedgerows with many hedgerow trees. LANDMAP Habitats - Up to 5.5km area at the north of the section is within landscape evaluated as 'High'. LANDMAP Geology - The very southern edge of the section is within landscape evaluated as 'High'. LANDMAP Historical - The entire section is evaluated as 'High';	comprising the area between the coastal and valley parts of the Tywi, the South Wales Valleys and the Black Mountain part of the Brecon Beacons. The landscape is a complex network of small geometric fields surrounded by high hedgerows and small copses. LANDMAP Habitats - The northern 8km of the section is evaluated as 'High'. LANDMAP Geology - The central 7km of Section C5 is evaluated as 'Outstanding'; with some smaller area at the north and south evaluated as 'High'. LANDMAP Historical - A 1.3km section at the north is evaluated as 'Outstanding' and a 6km area at the

Environ- mental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
	two narrow watercourses in the centre of the section. The OHL would have to cross and circumvent hedgerows and occasional woodland belts within the landscape. Summary - Northeastern Uplands SLA is unavoidable; and the route would have to cross high ground at its northern end plus an intricate field, landscape pattern at its southern end.	landscape evaluated as 'High'. LANDMAP Geology - A narrow strip of land across the centre of the section is evaluated as 'Outstanding'. LANDMAP Historical -The full section (excluding occasional areas on the eastern edge of the section) is in an area evaluated as 'High'. Landscape Elements - Section C2 covers a landscape with an irregular field pattern, hedgerows and woodland belts (areas of Ancient Woodland exist but could be avoided). The Section broadly follows the path of two watercourses - Afon Twrch and Afon Annell, with occasional narrower streams coming off	and woodland belts (there is no Ancient Woodland). Summary - A section of Cothi Valley SLA is unavoidable; some smaller blocks of woodland would be difficult to avoid; large areas of 'Outstanding' historical landscape would also be unavoidable.	pattern, hedgerows and woodland belts (areas of Ancient Woodland exist but could be avoided). Two watercourses - Afon Cothi and Afon Annell join within the north of the Section, and the Cothi would need to be crossed again in the south of the Section. Summary - Cothi Valley SLA is unavoidable; large blocks of woodland would also be unavoidable; large areas of 'Outstanding' historical landscape would also be unavoidable. Option C3a is preferred.	except for a small section in the south evaluated as 'Outstanding', which could be avoided. Landscape Elements - Section C4 covers a landscape with an intricate and irregular field pattern, hedgerows and several woodland belts. A small number of the woodland belts are Ancient Woodland, but these could be easily avoided. Summary - A relatively small section of Tywi Valley SLA is unavoidable; and some blocks of woodland would be difficult to avoid.	south (but mainly within the east of the corridor and potentially avoidable); the remainder of Section C5 evaluated as 'High'. Landscape Elements - The field pattern and rural landscape mean that the OHL would have to cross and circumvent numerous hedgerows and small woodland copses within the landscape; including some areas of Ancient Woodland. The Afon Tywi cuts through Section C5 in addition to several minor watercourses. Summary - Tywi Valley SLA unavoidable; potential impact and loss of some woodland; and unavoidable areas

Environmental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
		the main waterways. The OHL would have to cross hedgerows, woodland belts and watercourses within the landscape. Summary - Cothi Valley SLA is unavoidable, but should be able to avoid large impacts to woodland and forestry. Areas of 'Outstanding' LANDMAP geology.				of 'Outstanding' LANDMAP geology and LANDMAP historic landscapes.
Visual	Overview - an undulating rural landscape with woodland belts over a landform which falls from north to south. The northern section is on high visible ground. Views in the south contained by higher ground to the north, west and east. NLCA21 Cambrian Mountains - This extensive, windswept, upland area is notable for	Overview - Section C2 follows the lower lying ground formed by the river valleys, with middle to longer distance views of higher ground in all directions. However, local undulating topography, together with woodland belts often contain views. NLCA21 Cambrian Mountains - Except for the prominent blocks of woodland	Overview - The high ground in the north of Section C3a would be unavoidable and development would be noticeable, before the landform dropped. There are longer distance views to high ground in the east and west. Local undulating topography, together with woodland belts often contain views.	Overview - Section C3b follows the lower lying ground formed by the river valleys, but includes the higher ground of Banc Beili-Tew, where development would be visible. The route heads south in between the high ground of Mynydd Cynros and Mynydd Figyn. Middle to longer distance views of higher ground in all directions from within the section.	Overview - Views of a rural landscape, often contained by woodland belts and locally undulating topography; that becomes slightly semi-urban in the south. There are longer distance views to high ground in the north, east and west. NLCA42 Pembroke and Carmarthen Foothills - Just about all the land is farmland, enclosed	Overview - a rural landscape with hedgerows and woodland belts which filter and contain views. Sections location on a slightly higher ridge of land to the neighbouring river valleys, means development would potentially be prominent. There are longer distance views to higher ground to the north and northeast.

Environmental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
	its sense of emptiness, on either side of gentler landscapes. It is not generally a landscape of steep, high peaks but more of a smooth and undulating, very exposed upland plateau. It has sweeping open panoramas on a large grand scale. The presence of car parks, forestry plantations, wind farms, reservoir infrastructure and the A44 contrasts from the sense of open remoteness in places. LANDMAP Visual & Sensory - The whole of Section C1 is within an area evaluated as 'High'. Settlements - There are no settlements in Section C1, but there are a small number of scattered properties.	the section does not match the V&S description of NLCA21, but is a rural landscape with mature hedgerows and woodland belts, which together with the locally undulating landform often contains wider views. NLCA42 Pembroke and Carmarthen Foothills - Just about all the land is farmland, enclosed with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number of ridges and valleys, created by numerous watercourses create attractive views. LANDMAP Visual & Sensory - The northern 4km of Section C3a is within an area evaluated as 'High'. Settlements - There are a small number of scattered properties in the Section, predominantly in the north. Transport Routes - the B4302 runs north to south through an area in the south of Section	NLCA42 Pembroke and Carmarthen Foothills - Just about all the land is farmland, enclosed with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number of ridges and valleys, created by numerous watercourses create attractive views. LANDMAP Visual & Sensory - The northern 4km of Section C3a is within an area evaluated as 'High'. Settlements - There are a small number of scattered properties in the Section.	However, local undulating topography, together with woodland belts often contain views. NLCA42 Pembroke and Carmarthen Foothills - Just about all the land is farmland, enclosed with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number of ridges and valleys, created by numerous watercourses create attractive views. LANDMAP Visual & Sensory - All but the every southern end of Section C3b is within an area evaluated as 'High'. Settlements - There are a small number of scattered properties in the Section.	with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number of ridges and valleys, created by numerous watercourses create attractive views. NLCA41 Tywi Valley - The valley is a green and fertile vale with a notably wide and active flood plain, across which the river twists and contorts in places. Slopes dip down from the hills either side. The area is well settled and the A40 is a noticeable visual feature in the landscape. LANDMAP Visual & Sensory - The southern 3.6km of Section C4 is within an area evaluated as 'Outstanding'. Settlements - The	NLCA41 Tywi Valley - The valley is a green and fertile vale with a notably wide and active flood plain, across which the river twists and contorts in places. Slopes dip down from the hills either side. The area is well settled and the A40 is a noticeable visual feature in the landscape. NLCA33 Gwendraeth Vales - A lowland area with many linear settlements along the criss-cross network of roads. The area bears the scars of quarrying, mining and associated reclamation. The thick hedgerows and small or medium sized rectangular-shaped fields are notable. LANDMAP Visual &

Environ- mental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
	Transport Routes - A small number of local roads cross Section C1. Recreation - Potentially ramblers visiting the area. Cumulative - Not close to existing 132kV or 400kV OHL. Summary - Away from settlements and a limited number of potential receptors. Summit of Bryn Ffynnon would have to be avoided.	small number of hamlets, from north to south including Pumsaint and Crugybar, with scattered properties in between, usually in association with the road network running north to south through the section. Transport Routes - broadly follows the path of the A482 and B4302 for the length of Section C2 and there are also linking roads between the scattered properties. Recreation - Section includes holiday cottages and B&Bs; and is adjacent to a National Trust property at Dolaucothi. Cumulative - Not close to existing 132kV or 400kV OHL.	C3a and a number of smaller local roads cross the section. Recreation - There are at least two holiday cottages/ B&Bs in the area. Cumulative - Not close to existing 132kV or 400kV OHL. Summary - Only a small number of scattered properties and limited other receptors. Less than half the area is evaluated as 'High' for visual and sensory. Woodland belts could provide some screening/ backclothing benefits.	Transport Routes - the north of the section is crossed by the, B4302 and B4337; with a quieter road network in the south. Recreation - Potentially ramblers and camping in the area. Cumulative - Not close to existing 132kV or 400kV OHL. Summary - Only a small number of scattered properties and limited other receptors. Area is generally evaluated as 'High' for visual and sensory. High ground in north would need avoiding.	village of Capel Isaac is within the north of Section C4 and there are a small number of scattered properties elsewhere in Section C4. Transport Routes - the A40 runs west to east through an area in the south of Section C4 and a number of smaller local roads cross the section. Recreation - There are a small number of holiday cottages/ B&Bs in the area. Cumulative - Not close to existing 132kV or 400kV OHL. Summary - Capel Isaac and scattered properties are the main receptors. Woodland belts could provide some screening/ backclothing	Sensory - The northern 1.5km of Section C5, around the Afon Towy, is evaluated as 'Outstanding'. Settlements - From the north to the south the corridor includes the village of Llanegwad, Bremenda Ganol, Golygfa'r Llan. To the immediate northeast of Carmarthen Substation is the small settlement of Bacnycapel, which would be difficult to avoid. Transport Routes - Several roads cross the corridor from east to west as they approach Carmarthen, including the busy A48, the B4300, B4310, B4306 and B4309. Recreation -

Environmental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
		Summary - Proximity to two settlements, as well as scattered properties; proximity to National Trust property and in an area evaluated as 'High' for visual and sensory.			benefits. The southern end of the section is in a landscape evaluated as 'Outstanding' for visual and sensory, and is unavoidable.	Tourists and visitors likely to use the roads through the corridor as they approach the Welsh coastline, as oppose to visiting the area as an end point. NCN No. 47 passes through Section C5 to the south of the B4310. Cumulative - A short section of an existing 132kV OHL is on the boundary of the corridor at its southern end.. Summary - Line would have to pass in close proximity to a number of small settlements, and through an 1.5km area evaluated as 'Outstanding' for LANDMAP Visual & Sensory where the route crosses the Afon Towy.
Biodiversity and Nature	Section C1 is within 2km of Elenydd - Mallaen SPA.	Section C2 is within 10km of Elenydd - Mallaen SPA.	Section C3a passes in close proximity to several SSSIs but does not directly	Section C3b passes in close proximity to several SSSIs but does not directly	Section C4 contains the Afon Tywi SAC; however, opportunities exist	Section C5 contains the Afon Tywi SAC; however, opportunities exist

Environmental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
Conservation	This section passes in close proximity to several SSSIs but does not directly impact any. This section contains several areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This section contains several large areas of Priority Habitat that could not be avoided.	This section contains several areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This sections contains several areas of Priority Habitat. Opportunities exist to avoid and / or span these areas during the detailed routing stage.	impact any. This section contains several areas of National Forest Inventory and one Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This sections contains three areas of Priority Habitat. Opportunities exist to avoid and / or span these areas during the detailed routing stage.	impact any. This section contains several areas of National Forest Inventory and one Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This sections contains several areas of Priority Habitat. Opportunities exist to avoid and / or span these areas during the detailed routing stage.	to span the SAC during the detailed routing stage. This section contains Caeau Bryn lfor SSSI; however, opportunities exist to either avoid or span this site during the detailed routing stage. This section contains several areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This sections contains several areas of Priority Habitat. Opportunities exist to avoid and / or span these areas during the detailed routing stage.	to span the SAC during the detailed routing stage. This section contains Gweunydd a Choed Pen-Ty (Pen-Ty Pastures and Woodland) SSSI; however, opportunities exist to either avoid or span this site during the detailed routing stage. This section contains several areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This sections contains several areas of Priority Habitat. There are limited opportunities exist to avoid and / or span some of these areas during

Environ- mental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
						the detailed routing stage.
Cultural Heritage	There are no known Designated Historic Assets within Section C1. Section C1 consists of mixed farmland and isolated wooded areas. The northern part of Section C1 is within the southern part of the Carmarthen Mountains and the southern part consists of lower undulating land directly to the south of the mountains, with consists of mixed agricultural land. In the southern part of Section B1 archaeological assets are likely to be related to agricultural and subsistence practises probably dated to the Post-Medieval and Modern periods. In the northern section, there is a greater opportunity to	There are 22 Designated historic assets within Section C2, consisting of Listed Buildings, Scheduled Monuments, a Registered Park and Garden, and the Dolaucothi Historic Landscape. Listed Buildings • 18 Grade II Listed Buildings Which consist of nine Grade II domestic buildings, two Grade II Religious Ritual and Funerary buildings, two commercial buildings, one milestone, one recreational building, one industrial building, one communications building, and one commemorative	There is one Designated Historic Asset within Section C3a, consisting of a Scheduled Monument. There are no Listed Buildings, Registered Parks and Gardens, or Historic Landscapes. Scheduled Monument Nant Cilgwyn Standing Stone is located approximately 10 km along Section C3 from the south. The Scheduled Monument consists of a fine quarzitic standing stone, probably dated to the Bronze Age (2300 – 800 BCE). Summary Section C3a passed through a fairly	There are three Designated Historic Assets within Section C3b, consisting of both Listed Buildings and a Registered Park and Garden. There are no Scheduled Monuments or Historic Landscapes within this corridor. Listed Buildings • 2 Grade II Listed Buildings The two Grade II Listed Buildings found within this section are classified by Cadw as domestic buildings. Maescastell (Former Farmhouse) and Maescastell (attached Byre) are located adjacent to one another, approximately 0.6 km along the section from the	There are five Designated Historic Assets within Section C4 and one Historic Landscape. There are no Scheduled Monuments or Registered Parks and Gardens. Listed Buildings • 5 Grade II Listed Buildings Which consist of three domestic buildings, and two agricultural and subsistence buildings. Historic Landscape The southern end of Section C4 crosses into Tywi Valley Historic Landscape. The historic landscape is characterised by modern and early modern farming on	There are six Designated Historic Assets within Section C5, consisting of both Listed Buildings and a Historic Landscape. There are no Scheduled Monuments or Registered Parks and Gardens that coincide with Section C5. Listed Buildings • 6 Grade II Listed Buildings Which consist of four domestic buildings, one Religious Ritual and Funerary building, and one building related to transport. Historic Landscape The northern end of Section C5 crosses into Tywi Valley Historic Landscape.

Environ- mental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
	encounter Prehistoric Archaeological remains, including further monuments related to Religious, Ritual and Funerary practices. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also	building. The Listed Buildings are distributed throughout the section but within this there are two concentrations. A terrace of four houses and an independent church are located in the Village of Crugybar, and eight Listed Buildings are located close to the Dolaucothi estate. Scheduled Monuments • 2 Scheduled Monuments Pumpsaints Roman Fort and Dolaucothi Gold Mine scheduled monuments both date to the Roman period. Pumpsaints Roman Fort is located approximately 3.5 km along Section B2 from the south.	sparsely populated area of mixed farmland and woodland. The types of archaeological features possibly encountered within Section C3 a are likely to be related to agricultural and subsistence activities and dated from the Medieval to the Modern periods. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic	south. Registered Park and Garden Edwinsford Registered Park and Garden is approximately 8 km along the section from the south. Within the Registered Park and Garden survive remnants of its former parkland including an oak avenue and bridges. Summary Section C3b passed through a fairly sparsely populated area of mixed farmland and woodland. The types of archaeological features possibly encountered within Section C3b are likely to be related to agricultural and subsistence activities and dated	the valley floor, with surviving areas of Ancient Woodland and medieval documentary evidence of forest-based economic regimes. The evidence and understanding of the prehistoric environment and settlement patterns of the Tywi Valley are limited. Infrequent Iron Age hillforts, such as Cairn Goch and Merlin's Hill, overlook the valley though the understanding of the occupation of the valley floor at the time is limited. Summary Section C4 passed through a fairly sparsely populated area of mixed farmland and woodland. The types of archaeological	The historic landscape is characterised by modern and early modern farming on the valley floor, with surviving areas of Ancient Woodland and medieval documentary evidence of forest-based economic regimes. The evidence and understanding of the prehistoric environment and settlement patterns of the Tywi Valley are limited. Infrequent Iron Age hillforts, such as Cairn Goch and Merlin's Hill, overlook the valley though the understanding of the occupation of the valley floor at the time is limited. Summary Section C5 passes through a fairly sparsely populated

Environmental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
	be considered that unknown/belowground and non-designated historic assets may also be present within this section. Section C1 passes within 2 km of 5 registered parks and gardens and a sixth is located within 4 km of the corridor's eastern side. Views from these types of monuments are often an important component of their significance and how they may be affected by the development will need to be a consideration for any development along grid corridor C.	Dolaucothi Gold Mine is largely positioned to the east of Section B2 with a small section of the scheduled monument within the corridor's eastern edge. Registered Park and Garden • 1 Registered Park and Garden Dolaucothi Registered Park and Garden is located approximately 3.8 km along the section from the south, directly to the north of Dolaucothi Gold Mine Scheduled Monument. The park dates to the early nineteenth century and has a historic association with the seat of the Johnes Family from the late sixteenth century. Because of the importance of	assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground and non-designated historic assets may also be present within this section.	from the Medieval to the Modern periods. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground and non-designated historic assets may also be present within this section.	features possibly encountered within Section C4a are likely to be related to agricultural and subsistence activities and dated from the Medieval to Modern periods. There is limited understanding and known archaeological evidence for prehistoric archaeology within the Historic Landscape of the Tywi Valley, this limits our ability to make a judgment on the potential for earlier archaeological deposits. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic	area of mixed farmland and woodland. The types of archaeological features possibly encountered within Section C5 a are likely to be related to agricultural and subsistence activities and dated from the Medieval to Modern periods. There is limited understanding and known archaeological evidence for prehistoric archaeology within the Historic Landscape of the Tywi Valley, this limits our ability to make a judgment on the potential for earlier archaeological deposits. This assessment has been made using readily available online heritage data from

Environmental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
		the setting of the Registered Park and Garden, a red status has been assigned. Summary Section C2 passed through a fairly sparsely populated area of mixed farmland and woodland. The types of archaeological features possibly encountered within Section C2 are likely to be related to agricultural and subsistence activities and dated from the Medieval to the Modern periods. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely			assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground non-designated historic assets may also be present within this section.	Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground non-designated historic assets may also be present within this section.

Environmental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
		that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/below ground non-designated historic assets may also be present within this section.				
Geology and Hydro-geology	Section C1 contains a number of areas of peaty soil in the north. Depending on the route, peaty areas northwest of Bryn Ffynnon may not be avoidable. Other more localised areas slightly further south in this section could be spanned. No	Section C2 does not contain any areas of peaty soil which could constraint this part of the corridor. No Regionally Important Geological or Geomorphological Sites or Geological Conservation Review Sites are present in this	Section C3a contains only one small area of peaty soil in the northern part of the section which is avoidable. No Regionally Important Geological and Geomorphological Sites or Geological Conservation Review Sites are	Section C3b contains several areas of peaty soil. These areas are localised and largely can be spanned, therefore they would not affect the routing in this section. A Regionally Important Geological and Geomorphological	Section C4 contains only one small area of peaty soil in the northern part of the section which can be avoided. No Regionally Important Geological and Geomorphological Sites or Geological Conservation Review Sites are	Section C5 contains a number of areas of peaty soil. Peaty soils north of Llanddarog in the central part of the section may be unavoidable depending on the routing. There is a significant area of peaty soil in the southern part of the

Environmental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
	Regionally Important Geological and Geomorphological Sites or Geological Conservation Review Sites are present in this section of corridor C.	section of corridor C.	present in this section of corridor C.	Site, Pen y Ddinas Quarry, is present southeast of Llansawel in the northern part of this section. Depending on routing, this site may be unavoidable as it is cannot be spanned. No Geological Conservation Review Sites are present in this section of corridor C.	present in this section of corridor C.	section and south of Nantycaws. This area can likely be spanned or routed around due to its narrow nature. No Regionally Important Geological and Geomorphological Sites or Geological Conservation Review Sites are present in this section of corridor C.
Hydrology and Flood Risk	Section C1 crosses several watercourses, none of which are in Flood Zones 2 and 3. There are no routing constraint along this section with respect to flood risk.	Section C2 crosses multiple watercourses which are associated with Flood Zones 2 and 3. Most parts of these high risk flood zone areas can be spanned however, depending on the crossing locations, some high risk flood zone areas associated with the Afon Twrch and Afon Cothi near Pumpsaint towards the north of this section may be unavoidable.	Section C3a only crosses a single watercourse which is not in a high risk flood zone and there are no routing constraints along this section with respect to flood risk.	Section C3b crosses a number of watercourses which are associated with Flood Zones 2 and 3. Large parts of these high risk flood zone areas can be avoided. However, the high risk flood zone areas associated with the Afon Annell and Nant Crumlin northeast of Edwinsford are too widespread to be avoided.	Section C4 crosses a number of watercourses which are associated with Flood Zones 2 and 3. The vast majority of these high risk flood zone areas can be spanned, including the areas around the Afon Sannan northeast of Parc-Henri. Depending on the crossing locations, some high risk flood zone areas associated with the Nant Cellyn northeast of	Section C5 crosses several watercourses which are associated with Flood Zones 2 and 3. Most parts of these high risk flood zone areas can be spanned. Some high risk flood zone areas associated with the Nant Cellyn and Afon Tywi southeast of Llanegwad in the most northern part of this section would be unavoidable.

Environmental	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
					Llanarthney may be unavoidable at the most southern part of the section that leads onto section C5.	
Land Use – Best and Most Versatile (BMV) Agricultural Land	There is no BMV Agricultural Land within Section C1.	There is no BMV Agricultural Land within Section C2.	There is no BMV Agricultural Land within Section C3a.	There is no BMV Agricultural Land within Section C3b	The southwestern section of Section C4 contains two areas of BMV Agricultural Land, one area to the north east of Parc-Henri and one area north west of Llanarthney. The land near Llanarthney is likely unavoidable as it extends into the section C5.	The north eastern sections of Section C5 contain an area of BMV Agricultural Land to the west of Llanarthney. This area is unavoidable. The southern part of the section contains a cluster of BMV Agricultural Land to the northeast of Carmarthen Substation; which is likely avoidable.
Land Use – Registered Common Land	The northern portion of Section C1 contains two areas of Registered Common Land, west of Bryn Ffynnon; although both could be avoided.	There is no Registered Common Land within Section C2.	There is no Registered Common Land within Section C3a	There is a small area of Registered Common Land on the eastern edge of Section 3b associated with Mynydd Cynros, although this area could be easily avoided.	There is a small area of Registered Common Land on the northeastern edge of Section C4 land to the southwest of Salem associated with Afon Myddyfi, although this area could be easily avoided.	There is no Registered Common Land within Section C5.

Technical	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
Corridor Length	Corridor C (via section C3a) is approximately 48.9km. Corridor C (via section C3b) is approximately 48.7km.					
Construction Access	There are no A roads within section C1, however, the A482 crosses Section C2 just to the south of Section C1. There are a small number of minor roads within this section however, given the remoteness of the northern portion of the Section, some construction difficulties may be envisaged.	Section C2 is well served by the A482 which runs within a significant portion of the section in a north south direction parallel to the corridor. Construction access issues are not envisaged in this section.	There are no A roads within Section C3a. Two existing B roads and various minor roads cross the corridor. Some construction access difficulties may be envisaged.	There are no A roads within section C3b. Two existing B roads and various minor roads cross the corridor. Some construction difficulties may be envisaged.	The A40 crosses the southern portion of Section C4 east of Llanegwad. However, there are no further A roads within this section. An existing B road and various minor roads cross this section. Some construction access difficulties may be envisaged.	Corridor C5 is well served by the A40 at Llanegwad and the A48 east of Nantycaws, both of which cross the corridor. Construction access issues are not envisaged in this section.
Terrain (slope >22 degrees)	Section C1 has areas of steep terrain within the corridor in multiple areas mainly associated with woodland. It may be possible to avoid some of the steep terrain.	Section C2 has some areas of steep terrain within the corridor associated with woodland. It is likely that these areas could be avoided.	Section C3a has areas of steep terrain within the corridor in multiple areas mainly associated with woodland. It is unlikely that all steep terrain could be avoided.	Section C3b has areas of steep terrain within the corridor in multiple areas mainly associated with woodland. It is unlikely that all steep terrain could be avoided.	Section C4 has limited areas of steep terrain within the corridor mainly associated with woodland. It may be possible to avoid some of the steep terrain.	Minimal areas of steep terrain.
Infrastructure (including 400kV, 275kV, 132kV and 33kV OHL, rail infrastructure)	None	An existing 132 kV OHL runs north south parallel to the corridor for a portion of Section C2.	There is a single wind turbine located just outside and to the east of Section C3a at the very southern	None	The preferred route for Towy Usk 132 kV OHL is located within the southern portion of Section C4.	Section C5 crosses an existing 33kV OHL south of the A40. The preferred route for Towy Usk 132 kV OHL is also

Technical	Corridor Option C1	Corridor Option C2	Corridor Option C3a	Corridor Option C3b	Corridor Option C4	Corridor Option C5
and existing, consented or proposed wind energy developments)			extent of this Section.			located within Section C5 runs parallel to the corridor for the full extent of the Section. There is a single wind turbine located in the central portion of Section C5 south of the A48.

Corridor Links Appraisal Table

Environmental	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
Landscape	Section BA1 is orientated southwest to northeast, across high ground for 5km. It connects Strategic Corridor A1 from east of Lampeter/Cwmann to Esgaircorn (farm) in the east and Corridor B1. The section crosses an undulating and rural landscape; but broadly over an upland landscape and would climb rising ground to the east of Cwmann.	Section BA2 is 7.5km long and is orientated southwest to northeast, the section crosses rising and high ground for the majority of the route, before dropping in height. It connects Strategic Corridor A1 from Blaen-Bydernyn-Uchaf (farm) in the vicinity of the proposed Nant Ceiment EP and Corridor B1 near Ffaldybrenin. The section crosses an undulating and rural	A potential 1.5km link between the main strategic B and C corridors, 7km south of Lan Fawr EP. The link runs east to west and follows the route of the A482. Link BC1 is not coincident with any designated landscapes of international or national importance. Special Landscape Area (SLA) - None.	A potential 6km link between the main strategic B and C corridors, just north of the centre of the study area and east of Nant Ceiment EP. The route is orientated north to south, from near Nant Thames, to the B4310 west of Banc Beili-Tew. The northern half of the link is across high ground, before the landform drops. There are large blocks of forestry within the northern and central	A potential 7km link between the main strategic B and C corridors, within the south of the study area. The link connects B3/B4 in the north at Blaen-Goleu, to C4/C5 in the south at Llanegwad and the A40. The link broadly follows the route of the B4310. It crosses an undulating and rural landscape, from an area of high ground at the north of the section to low ground at the

Environmental	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
	Section BA1 is not coincident with any designated landscapes of international or national importance. Special Landscape Area (SLA) - The eastern 2.1km of Section BA1 lies within the Northeastern Uplands SLA (Local Plan Policy EQ6). Landscape Character Areas - The entire section is within NLCA21 Cambrian Mountains. NLCA21 Cambrian Mountains - The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an extensive and tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the area. LANDMAP Habitats -	landscape; but in the west and centre over a rising and upland landscape. Section BA2 is not coincident with any designated landscapes of international or national importance. Special Landscape Area (SLA) - The eastern 1.8km of Section BA2 lies within the Northeastern Uplands SLA (Local Plan Policy EQ6). Landscape Character Areas - The entire section is within NLCA21 Cambrian Mountains. NLCA21 Cambrian Mountains - The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an extensive and tranquil area. Open moorland and areas of	Landscape Character Areas - The entire section is within NLCA21 Cambrian Mountains. NLCA21 Cambrian Mountains - The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an extensive and tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the area. LANDMAP Habitats - The full section is in an area evaluated as 'High'. LANDMAP Geology - There are no areas evaluated as 'Outstanding' or 'High'. LANDMAP Historical - The eastern 300m adjacent to Section C1 is evaluated as 'Outstanding'; with the	sections. Link BC2 is not coincident with any designated landscapes of international or national importance. Special Landscape Area (SLA) - The southern 1.8km at the south of Link BC2, adjacent to Section C3b, lies within the Cothi Valley SLA (Local Plan Policy EQ6). Landscape Character Areas - The northern half of Link BC2 is within NLCA21 Cambrian Mountains; and the southern half is within NLCA42 Pembroke and Carmarthen Foothills. NLCA21 Cambrian Mountains - The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an extensive and	south. Link BC3 is not coincident with any designated landscapes of international or national importance. Special Landscape Area (SLA) - The southern 2km of Link BC3 passes through the Tywi Valley SLA (Local Plan Policy EQ6). Landscape Character Areas - The northern 4.8km is within NLCA42 Pembroke and Carmarthen Foothills and the remainder of the link is in NLCA41 Tywi Valley. NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main routes are 'through' rather than 'to' this area. The area has gentle rolling uplands and sheltered wooded valleys with regular pasture fields.

Environmental	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
	There are no areas evaluated as 'Outstanding'; the western and eastern thirds of the Section are in areas evaluated as 'High'. LANDMAP Geology - There are no areas evaluated as 'Outstanding' or 'High'. LANDMAP Historical - The full section is in landscape evaluated as 'High'. Landscape Elements - Section BA1 covers an undulating and agricultural landscape, which includes some small areas of Ancient Woodland which could be easily avoided. The OHL would have to cross and circumvent numerous hedgerows, woodland belts and watercourses within the landscape. Summary - Northeastern Uplands SLA is unavoidable for 2km.	extensive coniferous forestry collectively cover much of the area. LANDMAP Habitats - The full section is in landscape evaluated as 'High'. LANDMAP Geology - There are no areas evaluated as 'Outstanding' or 'High'. LANDMAP Historical - A 3.2km are in the west of Section BA2 is evaluated as 'Outstanding' the remainder of Section BA2 is in landscape evaluated as 'High'. Landscape Elements - Section BA2 covers an undulating and agricultural landscape. There is no Ancient Woodland in Section BA2. The OHL would have to cross and circumvent hedgerows, occasional woodland belts and watercourses within the landscape. Summary -	remainder of Link BC1 evaluated as 'High'. Landscape Elements - There are woodland belts within Link BC1 and a large woodland block at the western end, however there is no Ancient Woodland. Summary - Avoids high ground, SLA and follows the route of an existing A-road. Woodland belts are likely to be impacted.	tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the area. NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main routes are 'through' rather than 'to' this area. The area has gentle rolling uplands and sheltered wooded valleys with regular pasture fields. LANDMAP Habitats - There are two short sections of landscape within the north of Link BC2 evaluated as 'High'. LANDMAP Geology - There are no areas evaluated as 'Outstanding' or 'High'. LANDMAP Historical - All of the landscape is evaluated as 'High'; except for a very short edge on the west of the corridor evaluated as 'Outstanding'. Landscape Elements - Link BC2 covers a landscape with an	NLCA41 Tywi Valley - A lowland river valley on a wide, but contained, floodplain. There is a regular pattern of fields, enclosed by hedgerows with many hedgerow trees. LANDMAP Habitats - Only a small strips of land are evaluated as 'High', and could be avoided. LANDMAP Geology - A very small are in the north is evaluated as 'High'. LANDMAP Historical - The entire section is in an area evaluated as 'High'. Landscape Elements - Link BC3 covers a landscape of hedgerows and woodland belts (and small scattered areas of Ancient Woodland). The narrow Cloidach watercourse runs broadly north to south

Environmental	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
		Northeastern Uplands SLA is unavoidable for 1.8km.		irregular field pattern, hedgerows and woodland belts, including large blocks of woodland. Two watercourses - Afon Melinddwr and Afon Marlais are crossed by the link. Summary - A section of Cothi Valley SLA is unavoidable; some blocks of woodland would be difficult to avoid.	for the length of Link BC3. Summary - A small area of Tywi Valley SLA would be unavoidable and some sections of woodland would likely be impacted.
Visual	Overview - a rural and agricultural landscape, with woodland belts and landform incised by valley streams. The rising ground is visible from the landscape to the west, the eastern end of the section is visually contained by undulating landform and woodland. NLCA21 Cambrian Mountains - This extensive, windswept, upland area is notable for its sense of emptiness, on either side of gentler landscapes. It is not	Overview - a rural and agricultural landscape, with woodland belts and landform incised by valley streams. The rising ground is visible from the landscape to the west, the eastern end of the section is visually contained by undulating landform and woodland. NLCA21 Cambrian Mountains - This extensive, windswept, upland area is notable for its sense of emptiness, on either side of gentler landscapes. It is not	Overview - an undulating rural landscape with woodland belts either side of the A482, which is generally enclosed by the slighter higher ground either side of the road.. NLCA21 Cambrian Mountains - Link does not match the V&S description of NLCA21, but is a rural landscape with mature hedgerows and woodland belts, which together with the locally undulating landform often contains wider views.	Overview - The northern half of the link is across high ground, before the landform drops. The higher ground in the north affords longer distance views, as well as a visible ridge to avoid. The large areas of forestry are a prominent visual feature and often contain views. NLCA21 Cambrian Mountains - This extensive, windswept, upland area is notable for its sense of emptiness, on either	Overview - a rural landscape with hedgerows and woodland belts which filter views; landscape formed by the narrow valley around the Cloidach watercourse; with the gentle slopes to the east and west containing views out. NLCA42 Pembroke and Carmarthen Foothills - Just about all the land is farmland, enclosed with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number

Environmental	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
	generally a landscape of steep, high peaks but more of a smooth and undulating, very exposed upland plateau. It has sweeping open panoramas on a large grand scale. LANDMAP Visual & Sensory - There are no areas evaluated as 'Outstanding'; the western and eastern thirds of the Section are in areas evaluated as 'High'. Settlements - There are a small number of scattered properties within Section BA1; the settlements of Cwmann and Ram are to the immediate west of the western end of the Section. Transport Routes - There are minor local roads and tracks connecting the properties and the settlements to the west of Section BA1.	generally a landscape of steep, high peaks but more of a smooth and undulating, very exposed upland plateau. It has sweeping open panoramas on a large grand scale. LANDMAP Visual & Sensory - The full Section is in an area evaluated as 'High'. Settlements - There are a small number of scattered properties within Section BA2. Transport Routes - The A482 runs north-south through the centre of the section; and there are minor local roads and tracks connecting the properties to surrounding area. Recreation - There are likely to be ramblers visiting the area. Cumulative - Not close to existing 132kV or 400kV OHL.	LANDMAP Visual & Sensory - The whole of Section B1 is within an area evaluated as 'High'. Settlements - There are no settlements, but a small number of properties adjacent to the A road. Transport Routes - Link follows the path of the A482. Recreation - Springwater Lakes holiday park is located at the western end of the link. Cumulative - Not close to existing 132kV or 400kV OHL. Summary - Receptors limited to users of the A482 and a small number of residents. However, the holiday park would be difficult to avoid.	side of gentler landscapes. It is not generally a landscape of steep, high peaks but more of a smooth and undulating plateau. The presence of forestry plantations impacts the remoteness in places. NLCA42 Pembroke and Carmarthen Foothills - Just about all the land is farmland, enclosed with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number of ridges and valleys, created by numerous watercourses create attractive views. LANDMAP Visual & Sensory - 700m at the north of the link and 1.8km at the south of the link are within an area evaluated as 'High'. Settlements - The link bypasses local villages, but there are occasional scattered	of ridges and valleys, created by numerous watercourses create attractive views. NLCA41 Tywi Valley - The valley is a green and fertile vale with a notably wide and active flood plain, across which the river twists and contorts in places. Slopes dip down from the hills either side. The area is well settled and the A40 is a noticeable visual feature in the landscape. LANDMAP Visual & Sensory - The southern 1.8km is within a landscape evaluated as 'Outstanding'. Settlements - The village of Felingwmuchaf is located on the western edge of the corridor; and the village of Pontargorthi is within the southwest corner of the link. There are occasional other

Environmental	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
	Recreation - There are likely to be ramblers visiting the area. Cumulative - Not close to existing 132kV or 400kV OHL. Summary - Away from settlements and a limited number of potential receptors. However, the section crosses rising ground and any OHL would likely be prominent in views from the landscape to the west (including the settlement of Lampeter).	Summary - Away from settlements and a limited number of potential receptors. However, the section crosses rising ground and any OHL would likely be visible in views from the landscape to the north and west (however there is only a small number of sensitive receptors within 2km of the section in this direction).		properties within Link BC2. Transport Routes - A local road is orientated north to south in the northern half of Link BC2; and B4337 and B4310 both cross the southern half of Link BC2. Recreation - Likely to be ramblers visiting the area. Cumulative - Not close to existing 132kV or 400kV OHL. Summary - Away from settlements and a limited number of potential receptors. Development on the high ground in the north of the Section would be visible, but potential to use woodland blocks as screening and backclothing.	scattered properties within Link BC3. Transport Routes - The B4310 runs north to south for 5km in the north of the link and the A40 runs east to west through the south of the link. Recreation - Tourists and visitors are likely to be travelling through the area as opposed to stopping; but there is at least one holiday cottage in the corridor. Cumulative - Not close to existing 132kV or 400kV OHL. Summary - Would need to navigate two small settlements, Felingwmuchaf and Pontargorthi, and a small area classified as 'Outstanding' for visual and sensory would be unavoidable.
Biodiversity and Nature Conservation	Section BA1 is within 10km of Elenydd - Mallaen SPA.	Section BA2 is within 10km of Elenydd - Mallaen SPA.	Section BC1 is within 10km of Elenydd - Mallaen SPA.	Section BC2 is within 10km of Elenydd - Mallaen SPA.	Section BC3 is within close proximity to the Afon Tywi SAC, but does not directly impact

Environmental	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
	This section passes in close proximity to several SSSIs but does not directly impact any. This section contains several small areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This section contains several large areas of Priority Habitat. There are limited opportunities to avoid these areas during the detailed routing stage, but only the smaller areas of priority habitat.	This section passes in close proximity to several SSSIs, particularly Cae Blaenddyffryn SSSI, but does not directly impact any. This section contains several large areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid some of these sites during the detailed routing stage, but not all impacts will be able to be avoided. This section contains several large areas of Priority Habitat. There are limited opportunities to avoid these areas during the detailed routing stage, but only the smaller areas of priority habitat.	This section contains several areas of National Forest Inventory. Opportunities exist to avoid these sites during the detailed routing stage. This sections contains several areas of Priority Habitat. Opportunities exist to avoid and / or span these areas during the detailed routing stage.	This section contains several areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This sections contains several areas of Priority Habitat. Opportunities exist to avoid and / or span these areas during the detailed routing stage.	this site. This section contains several areas of National Forest Inventory and Ancient Woodland. Opportunities exist to avoid these sites during the detailed routing stage. This sections contains several areas of Priority Habitat. Opportunities exist to avoid and / or span these areas during the detailed routing stage.
Cultural Heritage	There is one designated historic asset within Link BA1, consisting of a Scheduled Monument. There are no Listed Buildings, Registered Parks and Gardens, or	There are four designated historic assets within Link BA2, consisting of Scheduled Monuments and Listed Buildings. There are no Registered Parks and	There is one Designated Historic Asset within Section BC1, consisting of a Listed Building. There are no Scheduled Monuments, Registered Parks and	There are no Designated Historic Assets within Section BC2. Section BC2 passes through a fairly sparsely populated area of mixed farmland and woodland. The	There are two Designated Historic Assets and one Historic Landscape within Section BC3. There are no Scheduled Monuments or Registered Parks and

Environmental	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
	Historic Landscapes that coincide with Link BA1. Scheduled Monuments Hirfaen Standing Stone Scheduled Monument is located approximately 3 km along the link section from the west. Summary Link BA1 passes through a fairly sparsely populated area of mixed farmland and woodland. The types of archaeological features possibly encountered within Link BA1 are likely to be related to agricultural and subsistence activities and dated from the Medieval to Modern periods. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of	Gardens, or Historic Landscapes that coincide with Link BA2. Scheduled Monuments Caer Pencarreg Scheduled Monument, an Iron Age Hill Fort, is located approximately 3 km along the link section from the west. The hillfort is of substantial size and is located close to the centre of the corridor but extends almost its full width. Gelli Dewi Uchaf linear round barrow cemetery Scheduled Monument consists of 6 round barrows, likely dated from the Bronze Age. The barrows follow a rough line from northwest to southeast. Two barrows are within the corridor's envelope, the remaining four extend to it south. Listed Buildings Blaenau-fforest, a	Gardens, or Historic Landscapes at coincide with Section BC1. Listed Buildings Salem Baptist Chapel a Grade II Religious, Ritual and Funerary building is located approximately 0.2 km along the section from the southeast. Summary Section BC1 passes through a fairly sparsely populated area of mixed farmland and woodland. The types of archaeological features possibly encountered within Section BC1 are likely to be related to agricultural and subsistence activities and dated from the Medieval to Modern periods. This assessment has been made using readily available online heritage data from Cadw. The available	types of archaeological features possibly encountered within Section BC2 are likely to be related to agricultural and subsistence activities and dated from the Medieval to Modern periods. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground non-designated historic	Gardens. Listed Buildings • 1 Grade II Listed Building • 1 Grade II* Listed Building Which consists of one Grade II Religious Ritual and Funerary Listed Building and the Church of the Holy Trinity is a Grade II* Romanesque style church, located approximately 1.5 km along the section from the south. Historic Landscape The southern end of Section BC3 crosses into Tywi Valley Historic Landscape. The historic landscape is characterised by modern and early modern farming on the valley floor, with surviving areas of Ancient Woodland and medieval documentary evidence of forest-based economic regimes. The evidence

Environmental	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
	designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/below ground non-designated historic assets may also be present within this section.	Grade II domestic building, is located approximately 6 km along the link section from the west. Gelli Farmhouse Grade II domestic building is located approximately 7 km along the link section from the west. Summary Section BC1 passes through a fairly sparsely populated area of mixed farmland and woodland. The known historic assets within this link section are of high (national) importance. The scale and character of these features, as well as their national significance, would need to be considered within any planning application.	heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground non-designated historic assets may also be present within this section.	assets may also be present within this section.	and understanding of the prehistoric environment and settlement patterns of the Tywi Valley are limited. Infrequent Iron Age hillforts, such as Cairn Goch and Merlin's Hill, overlook the valley though the understanding of the occupation of the valley floor at the time is limited. Summary Section C5 passes through a fairly sparsely populated area of mixed farmland and woodland. The types of archaeological features possibly encountered within Section C5 a are likely to be related to agricultural and subsistence activities and dated from the Medieval to the Modern periods. There is limited understanding and known archaeological evidence for prehistoric archaeology within the

Environmental	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
					Historic Landscape of the Tywi Valley, this limits our ability to make a judgment on the potential for earlier archaeological deposits. This assessment has been made using readily available online heritage data from Cadw. The available heritage data allowed for the consideration of designated historic assets. It is likely that non-designated historic assets, data for which wasn't available for consideration at this stage, will be present within this section. Some non-designated historic assets may be of a type to require equivalent consideration as designated historic assets of the same type. It should also be considered that unknown/belowground non-designated historic assets may also be present within this section.

Environmental	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
Geology and Hydrogeology	Section BA1 contains a number of areas of peaty soils situated in central and eastern parts of this corridor. Some of the larger areas of peaty soil in the central part of this section may be unavoidable. No Regionally Important Geodiversity or Geological Conservation Review Sites are present within this link section.	Section BA2 contains one very small area of peaty soil to the north of the corridor that can easily be avoided. No Regionally Important Geodiversity or Geological Conservation Review Sites are present in this link section.	Section BC1 does not contain any areas of peaty soil which could constrain this part of the corridor. No Regionally Important Geological, Geomorphological or Geological Conservation Review Sites are present in this link section.	Section BC2 does not contain any areas of peaty soil which could constrain this part of the corridor. No Regionally Important Geological, Geomorphological or Geological Conservation Review Sites are present in this link section.	Section BC3 does not contain any areas of peaty soil which could constrain this part of the corridor. No Regionally Important Geological, Geomorphological or Geological Conservation Review Sites are present in this link section.
Hydrology and Flood Risk	Section BA1 crosses 2 watercourses. Towards the very western boundary of Section BA1 there is a small area of associated flood risk zone 3 which is avoidable.	Section BA2 spans several watercourses with no associated high risk flood zone areas and therefore is not subject to routing constraints with regard to flood risk.	Section BC1 crosses 2 watercourses which are associated with Flood Zones 2 and 3. The high risk flood zone centred around Harford in the north of this section could be spanned and is therefore avoidable. The high risk flood zone at the south of the section is also less than minimum tower span and so could be avoided.	Section BC2 crosses several watercourses which are associated with Flood Zones 2 and 3. The two main high risk flood zone areas which intersect this section are narrow and could be spanned as required.	Section BC3 crosses a number of watercourses which are associated with Flood Zones 2 and 3. Most parts of these high risk flood zone areas can be spanned or routed around. Depending on the crossing locations, high risk flood zone areas associated with the Afon Cothi which intersects this section north of Pontargothi may be unavoidable.
Land Use – Best and Most Versatile (BMV)	There is no BMV Agricultural Land within Section BA1.	There is no MBV land within Section BA2	There is no BMV Agricultural Land within Section BC1.	There is no BMV Agricultural Land within Section BC2.	The southern section of BC3 contains an area of BMV Agricultural Land around

Environmental	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
Agricultural Land					Pontargothi and extending north. BMV extends across the width of the corridor at this location therefore it may not be avoidable.
Land Use – Registered Common Land	There is a small area of Registered Common Land associated with area surrounding the Nant Hathren to the west of the Section. The area is small and could be easily avoided.	There is no Registered Common Land for Section BA2	There is no Registered Common Land within Section BC1.	There is no Registered Common Land within Section BC2.	There is no Registered Common Land within Section BC3.

Technical	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
Construction Access	Section BA1 is not directly served by any A roads. There are several remote areas in this section. The eastern area of Section BA1 is served only by minor roads, some construction difficulties may be envisaged for a large proportion of section BA1.	Section BA2 is served only by the A482 that crosses the central point of the section. Links to the east of the section are via a variety of minor roads. The west of Section BA2 contains a remote areas that is not well served, therefore some construction difficulties may be envisaged.	The A482 crosses Link section BC1 providing access. Construction access issues are not envisaged in this section.	There are no A roads within Link BC2. The B4310 and B4337 roads in the southern part of the section. Various minor roads cross this section. Some construction difficulties may be envisaged in this section.	The A40 crosses the southern portion of Link BC3 east of Nantgaredig. The B4310 road runs within a significant portion of the Section in a north south direction parallel to the corridor. Construction access issues are not envisaged in this section.
Terrain (slope >22 degrees)	Section BA1 has a small sections of steep terrain including in the very east of the section.	Section BA2 has small areas of steep terrain within the section some	Minimal areas of steep terrain.	Link BC2 has areas of steep terrain within the corridor in multiple areas mainly	Link BC3 has areas of steep terrain within the corridor in multiple areas mainly

Technical	Corridor Link BA1	Corridor Link BA2	Corridor Link BC1	Corridor Link BC2	Corridor Link BC3
	It may be possible to avoid some of the steep terrain.	of which could be avoided		associated with woodland. It is unlikely that all steep terrain could be avoided.	associated with woodland. It is unlikely that all steep terrain could be avoided.
Third Party infrastructure (including 400kV, 275kV, 132kV and 33kV OHL, rail infrastructure and existing, consented or proposed wind energy developments)	None	Section BA2 crosses an existing 33kV OHL that runs across the section south of the A482.	An existing 33kV OHL runs within and mainly parallel to Section BC1.	None	None

Corridor Appraisal Summary

	Corridor A				Corridor B				Corridor C						Links				
Criteria	A1	A2a	A2b	A2c	B1	B2	B3	B4	C1	C2	C3a	C3b	C4	C5	BA 1	BA 2	BC 1	BC 2	BC 3
Landscape																			
	All routes are potentially viable, with only the large central section B3 classified as red - primarily due to the amount of woodland which would be impacted, plus the potential for crossing high ridges. Unfortunately this section connects two Sections, B2 and B4, classified as green. From a purely landscape perspective there is very little to choose between the main strategic corridor 'A' and main strategic corridor 'C'; with a very slight preference for Corridor C , either route C1-C2-C3a-C4-C5; or B1-B2-BC2-C3b (southern half only)-C4-C5.																		
Visual																			
	From a visual impact perspective all routes are potentially viable. Main corridor 'B' benefits from the fewest potential receptors (e.g. settlements) and the areas of woodland could be used for screening and backclothing; however the higher ground creates the potential for wider visibility. Main corridor 'A' would have to pass several small settlements but avoids all areas evaluated as 'Outstanding' for LANDMAP Visual & Sensory. Main corridor 'C' also has to pass settlements, though less than corridor 'A'; but does pass through areas evaluated as 'Outstanding' for LANDMAP Visual & Sensory. Assuming corridor B is not viable (due to the landscape assessment for Section B3 above); the preference is for Corridor A over Corridor C, as it avoids 'Outstanding' LANDMAP Visual & Sensory areas; and the preference would be for A2b over A2a. Therefore there is a slight preference for Corridor A1-A2b, second preference A1-A2a; third preference B1-B2-BC2-C3b (southern half only)-C4-C5.																		
Biodiversity and Nature Conservation																			
	Corridor A options are the preferred options from a biodiversity standpoint as there are more opportunities for avoidance of the protected sites/areas and it is the corridor furthest away from the Elenydd-Mallaen SPA.																		

	Corridor A				Corridor B				Corridor C						Links				
Criteria	A1	A2a	A2b	A2c	B1	B2	B3	B4	C1	C2	C3a	C3b	C4	C5	BA 1	BA 2	BC 1	BC 2	BC 3
Cultural Heritage																			
	The preference is for Corridor B , which contains and passes the least designated historic assets. All corridors interact with Tywi Valley Historic Landscape Area. Corridor C is the least preferred on the whole, as it passes closest to a series of Registered Parks and Gardens and Scheduled Monuments, the settings of which would be most affected by the project if located in this corridor.																		
Geology and Hydrogeology																			
Hydrology and Flood Risk																			
Agricultural Land																			
Common Land																			
Construction Access																			
Terrain (<22 degrees slope)																			
	There is a preference for Corridor A (via A2a or A2c), which avoids access constraints influencing Corridors B and C, and contains smaller areas of steep terrain compared with Corridor B.																		

	Corridor A				Corridor B				Corridor C						Links				
Criteria	A1	A2a	A2b	A2c	B1	B2	B3	B4	C1	C2	C3a	C3b	C4	C5	BA 1	BA 2	BC 1	BC 2	BC 3
3 rd Party Infrastructure																			
Corridor Length	Excluding Links, Corridor B via A2 is preferred as it would be the shortest corridor compared with Corridor A and Corridor C.																		

APPENDIX C - DATA SCHEDULE

DATA SCHEDULE – NOVEMBER 2023

Topic	Data	Source	Notes
Landscape Sensitivity and Visual Amenity	National Parks Wales	Natural Resources Wales National Parks Wales	
	Special Landscape Areas (SLA) Wales	Data Map Wales LANDMAP	
	LANDMAP	Natural Resources Wales LANDMAP	
	National Landscape Character Areas	Natural Resources Wales National Landscape Character Areas	
	Residential Properties	OS Address based Plus Data	
	National Cycle Network	Data Map Wales National Cycle Network	
	Public Rights of Way (PRoW)	Rights of way data – open licence https://www.rowmaps.com/Maps, KML and GPX showing rights of way rowmaps.com)	
	NRW National Trails	Natural Resources Wales NRW National Trails	
	National Trails	National Trails DataMapWales (gov.wales)	None in Study Area
Biodiversity	Special Protection Areas (SPA)	Natural Resources Wales Special Protection Areas SPAs	None in Study Area
	Special Area of Conservation (SAC)	Natural Resources Wales Special Areas of Conservation SAC	
	RAMSAR Site	Natural Resources Wales Ramsar Wetlands of international importance	
	Site of Specific Scientific Interest	Natural Resources Wales Sites of Special Scientific Interest	

Topic	Data	Source	Notes
	National Nature Reserve	Natural Resources Wales National Nature Reserves	
	Local Nature Reserves	Natural Resources Wales Local Nature Reserves	None in Study Area
	Sites of Importance for Nature Conservation/ Local Wildlife Sites	West Wales Biological Information Centre (WWBIC) WWBIC	None in Study Area
	RSPB Reserves	RSPB RSPB Reserves	None in Study Area
	Important Bird Areas	RSPB IBAs UK	
	Priority Habitats	Data Map Wales WOM21 Priority Habitat - High Sensitivity	
Cultural Heritage	Scheduled Monuments	Data Map Wales Scheduled Monuments	
	Registered Parks and Gardens	Cadw Registered historic parks and gardens	
	Registered Parks and Gardens	Data Map Wales Registered Parks and Gardens	
	Conservation Areas	Natural Resources Wales Conservation Area Boundaries	
	World Heritage Sites	Cadw World Heritage Sites in Wales	None in Study Area
	Registered Historic Landscapes	Cadw https://datamap.gov.wales/layers/inspire-wg:Cadw_HistoricLandscapes	
	Listed Buildings Grade I & II	Cadw Listed Buildings	
	Historic Environment Record	Dyfed Archaeological Trust	
	Ancient Woodland	Data Map Wales Ancient Woodland	

Topic	Data	Source	Notes
Forestry and Woodland	National Forest Inventory Woodland Great Britain	National Forest Inventory Wales 2020. NATIONAL FOREST INVENTORY WOODLAND ENGLAND 2020	
Hydrology (including Flood Risk), Hydro-geology and Geology	Geological Conservation Review Sites	Natural Resources Wales Geological Conservation Review (GCR) Site Boundaries	
	Peat	Data Map Wales Unified Peat Map of Wales Peatlands of Wales Carbon Stock DataMapWales (gov.wales)	
	Local Authority Mineral Consultation Areas and Mineral Protection Areas	Mineral and Aggregate Safeguarding Areas identified within Carmarthenshire Local Development Plan 2006-2021 interactive policy map (online) https://www.cartogold.co.uk/CarmarthenshireLDP/Carmarthenshire.htm Minerals Buffer Zones and Aggregate Safeguarding Areas identified within Ceredigion Local Development Plan 2007-2022 Volume 2B Proposals Map (online) https://www.ceredigion.gov.uk/media/6225/ceredigion-local-development-plan-ldp-volume-2b-proposals-maps-including-inset-maps-bilingual.pdf	
	Main Rivers, OS Watercourses & Waterbodies	Ordnance survey Main Rivers OS Open Rivers	
	Flood Zones 2 & 3	Data Map Wales Flood Map for Planning Flood Zones 2 and 3	
	Regionally Important Geodiversity Sites	Data Map Wales Regionally Important Geodiversity Sites (RIGS)	
	Operational/ Restored Mineral Extraction Sites	OS mapping and aerial photography	Visual check of data
	Geoparks	Natural Resources Wales	Visual Check of data. None in Study Area
	Artificial Ground	British Geological Survey GeolIndex - British Geological Survey (bgs.ac.uk)	Visual Check using interactive map. Scale 1:50,000

Topic	Data	Source	Notes
	Coal mining reporting areas	The Coal Authority Interactive Map Viewer Coal Authority (bgs.ac.uk)	Interactive Map Visual Check. No Coal Mining Reporting Areas within Study Area.
	Abandoned Mines catalogue	The Coal Authority Interactive Map Viewer Coal Authority (bgs.ac.uk)	Interactive Map Visual Check. Abandoned Mines Catalogue area located to the east of Merlin's Hill (within Section 5E) and to the east of Llangunnor (within Section 5W) – not mapped on report figures.
	Historic landfill sites	Natural Resources Wales Historic Landfill Sites	
	Operational Landfill Site	Llwodraeth Cymru Registered Landfill Sites Wales	Interactive Map Visual Check. Nantycaws Landfill located in the south east of the study area; none present within Preferred Corridor.
Land Use and Technical	Existing Overhead Lines	National Grid https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/network-route-maps	
	Major Settlement Properties	OS mapping	
	Military Land/ Training Area	Wales - Public access to military areas	None in Study Area
	Military Airfields	RAF Stations Map UK RAF Stations Map	None in Study Area
	MOD Low Flying Zones	Military low flying - GOV.UK (www.gov.uk)	Low Flying Tactical Training Area (TTA) 7 is located in central Wales and is within the Study

Topic	Data	Source	Notes
			Area. TTAs are activated at specific times during which aircraft may fly between 100 feet and 250 feet. When the TTA is not in use standard low flying training is permitted down to 250 feet and helicopters down to ground level.
	Wind Turbines/ Wind Farms	OS mapping/review of aerial mapping/site visit feedback	
	Railway network	OS mapping	
	High Pressure Gas Pipelines	National Grid Network route maps National Grid ET	
	Developments of National Significance Applications	Welsh Government Planning casework portal https://planningcasework.service.gov.wales/	
	Nationally Significant Infrastructure Projects	National Infrastructure Planning https://infrastructure.planninginspectorate.gov.uk/	None in Study Area
	Carmarthenshire Planning Permissions and Applications	Carmarthenshire County Council's interactive map of planning applications from 2007 onwards (online) https://www.carmarthenshire.gov.wales/home/council-services/planning/search-for-a-planning-application/map-of-planning-applications/	
	Ceredigion Planning Permissions and Applications	Ceredigion County Council's interactive map of applications valid from 5 th Dec 2017 (online) https://www.ceredigion.gov.uk/resident/planning-building-control-and-sustainable-drainage-body-sab/planning-applications/planning-archive/planning-application-maps/	
	Carmarthenshire Local	Carmarthenshire County Council Adopted Local Development Plan 2006-2021	

Topic	Data	Source	Notes
	Development Plan Allocations and Recreation/Open Spaces (adopted and emerging)	(adopted 2014) (online) https://www.cartogold.co.uk/CarmarthenshireLDP/Carmarthenshire.htm Carmarthenshire County Council Second Deposit Revised Local Development Plan 2018-2033 Proposal Map and Inset Maps (online) https://www.carmarthenshire.gov.wales/home/council-services/planning/local-development-plan-2018-2033/second-deposit-revised-local-development-plan/	
	Ceredigion Local Development Plan Allocations and Recreation/Open Spaces	Ceredigion Local Development Plan 2007-2022 Volume 2B Proposals Map (online) https://www.ceredigion.gov.uk/media/6225/ceredigion-local-development-plan-ldp-volume-2b-proposals-maps-including-inset-maps-bilingual.pdf	
	Allocations and Planning Applications	Landstack Planning data app: https://app.landstack.co.uk/	
	Registered Common Land	Data Map Wales Registered Common Land	

APPENDIX D – ROUTE OPTION ENVIRONMENTAL APPRAISAL METHODOLOGY

Criterion	Sub-Criteria	Objectives	Methodology
Biodiversity	- Special Area of Conservation (SAC) - Sites of Special Scientific Interest (SSSI) - Wildlife Reserves - Local Wildlife Sites (LWS) and Sites of Importance for Nature Conservation (SINC) - Environment (Wales) Act 2016 Priority Habitats	- To seek to avoid/reduce, as far as practical, effects on the qualifying features of designated sites of ecological and ornithological conservation importance. - To seek to avoid/reduce, as far as practical, effects on priority habitats of high sensitivity.	GIS was used to identify the location of each constraint with respect to the route option, and the length and/or area of intersection of the constraint with the route option. Direct effects on designated sites were identified based on the size/location of the designated sites within or overlapping the route option, reflecting the potential to avoid locating the towers supporting the overhead line (OHL) within the designated site at the detailed design stage. Where a site cannot be avoided due to its size or geographic location, the general preference would be to route through the larger site as this is likely to be able to accommodate an OHL more readily than a smaller site (due to the smaller proportion of the overall site area that the OHL would affect). The qualifying features of the site and the nature of any potential effects on these qualifying features was also considered when determining preference. The appraisal also considered the distance of the route options to ecological designations and their qualifying features and identified a route preference taking into account distance from the designated areas. Where possible, the connectivity and pathways for impact (e.g. via watercourse or functionally-linked habitat) were also considered with the routes, with the lowest potential for pathway-related effects on designations being preferred. Where designated sites are located within 2km of a route option, these were considered within the appraisal. The habitats and species within the designation were considered, as well as any functional ecological connectivity to the route option and the likelihood of effects on the species' metapopulations within and beyond the boundaries of the designated sites. Carmarthenshire County Council has no designated LWS/SINCs. Priority Habitats, listed under the Environment (Wales) Act 2016, Section 7 (Habitats of Principal Importance for the Purpose of Maintaining and Enhancing Biodiversity in Relation to Wales), were considered within 1km of the route option. It is recognised that the Priority Habitat data available from NRW is

Criterion	Sub-Criteria	Objectives	Methodology
			incomplete and mapped at a range of scales and resolutions; therefore, the data set is not considered a full and comprehensive source of Priority Habitat data. As far as possible, hydrology and forestry data sets have also been reviewed as they indicate the presence of Priority Habitats such as open water and woodland. The appraisal considered the level of sensitivity of the Priority Habitat, the species this habitat is likely to support, and its distance from/degree of overlap with the route option. Ancient Woodland was also considered within this category. Other species such as breeding Schedule 1 birds (outwith the boundaries of designated sites), European Protected Species (such as otters) and other nationally protected species (such as water vole and badger) will be considered during the detailed alignment and subsequent appraisal/assessment stage, informed by the findings of field surveys. The absence of an ecological feature from the datasets cannot be taken to represent actual absence. Habitat distribution patterns should be interpreted with caution as they may reflect survey/reporting effort rather than actual distribution.
Landscape and Visual Amenity	- National Parks - Locally Designated Landscapes (Special Landscape Areas – SLA) - LANDMAP Visual & Sensory - LANDMAP Habitats - LANDMAP Geology - LANDMAP Historical - LANDMAP Summary	- Landscape Sensitivity – To find the best possible landscape ‘fit’. To avoid landscapes with greatest potential sensitivity to change (from overhead lines). - Residential Amenity – To avoid proximity to residential properties as far as possible on the grounds of general amenity including views from private property. - Visual Amenity – To minimise impacts on public visual amenity, including residents in	Landscape The landscape appraisal took into account the landscape character and sensitivity of the different landscape designations and LANDMAP areas within the study area and the degree to which the route options could be considered to have the least impact on landscape resource, and the degree to which the options conformed to the Holford Rules. Due to the proximity of the route options, the differences between them are often relatively limited from a landscape character perspective; and the nature of the landscape environment (land cover and topography) meant it was not possible to avoid all landscape constraints or positive landscape elements. All routes avoided national landscape designations, but some locally designated Special Landscape Areas (SLA) were unavoidable – in these circumstances consideration was given to the length of the route through the SLA, or proximity to the SLA. LANDMAP areas with overall 'outstanding' or 'high' evaluation are considered areas of relative higher landscape value. The length of each route within these areas was calculated and routes that minimise the length of OHL within such

Criterion	Sub-Criteria	Objectives	Methodology
	• Landscape Character • Residential Visual Amenity (based on 150m buffer zone from property addresses) • Views from recreational receptors including tourist attractions and Public Rights of Way (PRoW) • Views from transport corridors • Visual – other factors	settlements, users of main transport routes, and users of key recreational areas. • Landscape Designations – To minimise impacts on areas designated for their landscape value. • Length of corridor – To minimise impacts on the landscape, all else being equal.	areas were favoured. The Visual and Sensory LANDMAP datasets were given greater weight than the other datasets. Visual Amenity Consideration was given to the potential visibility of the OHL from identified receptors – residential receptors, particularly settlements; recreational receptors; and transport corridors. As part of this, the degree to which an OHL would be visible was taken into account; including how close the route corridors went to receptors; whether pylons would be viewed from higher/ lower ground; and whether pylons would be screened and/ or backclothed by landform and/or forestry. In addition, consideration was also given to whether the proposed steel lattice towers would be located near other electricity infrastructure of a different type and scale i.e. wood pole structures, which could create visual incoherence. Residential dwellings were mapped and 150m buffers applied. Potential effects on residential visual amenity were considered with regard to locations where these buffers overlapped with each route option, and particular consideration was given to try and avoid the higher concentrations of residential receptors within close proximity of route options e.g. the town of Lampeter. Due to the nature of the local landscape and settlement pattern, it was not possible to create a route which did not overlap with any of the residential buffers; but options were favoured with the fewer number of properties where the buffer overlapped with a route option. Recreational receptors, PRoW, visitor attractions and transport corridors were all mapped and their crossings and interaction with each route option was considered. Similarly to the landscape character of the area, due to the proximity of the route options, the differences between how the different visual receptors interact with the different route options was often relatively limited.
Cultural Heritage	• Scheduled Monuments • Listed Buildings (Grade I, II*, II) • Conservation Areas	• To seek to avoid/minimise, as far as practical, direct physical change on designated features of cultural heritage	The appraisal considered potential direct physical change to cultural heritage assets and potential changes to the setting of cultural heritage assets. Policy and guidance seeks the preservation of heritage assets and the routeing appraisal therefore focused on the ways in which harm could arise to assts via: • Direct physical change; • Change in the setting of assets, which affects their heritage significance; and

Criterion	Sub-Criteria	Objectives	Methodology
	- Registered Parks and Gardens - Non-Designated Historic Assets (e.g. buildings, monuments, sites or places identified by local planning authorities or plan-making bodies. Such assets do not meet the criteria for a statutory designation but do contribute in some way to local distinctiveness, character or history)	interest or change in their settings.	Change in the setting of assets, which affects how the asset and its heritage significance is appreciated. The methodology for assessing potential direct physical effects comprises identifying the number, extent and nature of historic assets within each of the route options. These include designated historic assets (i.e. Listed Buildings, Scheduled Monuments, Conservation Areas and Registered Parks and Gardens, all of which are within or close to the route options considered) and non-designated historic assets (i.e. relevant assets identified locally and included in the local Historic Environment Record (HER))). These were then noted in relation to the opportunity, or otherwise, for avoiding direct effects at the detailed routing stage. Note, not all entries in the HER are required to be included in the appraisal, since entries can refer to past research, investigations and assets previously lost, destroyed or removed. Potential effects of the OHL arising from how it may change the setting of historic assets were assessed by initially identifying assets within the route option itself and within 3 km of the route option for designated assets. These were then reviewed to identify those susceptible to harm associated with the proposed OHL being within their setting. With some exceptions, consideration has not been given to effects related to setting change for non-designated assets at this stage since the scale and context of any setting change will be of local or site-specific relevance only, and would therefore be assessed during the detailed design of the route alignment and tower placement. The non-designated assets where effects associated with setting change have been considered are due to those assets forming part of a related system with designated assets or where the proposed OHL may affect how the relationships between assets can be understood (e.g., the segmented survival of a Roman Road).
Hydrology (including Flood Risk), Hydrogeology and Geology	- Main Rivers - Flood Risk (Flood Zones 2 and 3) - Ordinary Waterbodies/ Watercourses - Peat	To cross flood zones at their narrowest point to minimise locating steel towers within high and medium flood risk zones where possible.	GIS and/or visual checks of online interactive maps and datasets were used to identify the location of each constraint with respect to the route option, and the length and/or area of intersection of the constraint with the route option. Professional judgement was then applied to identify the possibility of avoiding effects upon the constraint via detailed design. The sub-criteria within this topic were categorised as either 'Category A' or 'Category B' development constraints. Category A constraints are those which the route options should avoid if possible. Category B constraints are those for

Criterion	Sub-Criteria	Objectives	Methodology
	- Regionally Important Geodiversity Sites - Local Authority Mineral Consultation Areas and Mineral Protection Areas - Restored Opencast Mining Sites/ Mining Spoil Heaps - Geological Conservation Review (GCR) Sites - Coal Mining Reporting Areas/Coal Mining Mine Entries - Abandoned Mines - Artificial Ground	- To seek to avoid/minimise loss of peatlands. - To seek to avoid, as far as practical, effects on sites with geological interest, e.g. GCR sites. - To seek to avoid locating towers within watercourses or waterbodies. - To seek to avoid, as far as is practical, other features that may adversely affect OHL construction, e.g. landfill sites, operational mineral extraction sites, restored opencast mining sites/mining spoil heaps, mine entries, and abandoned mines.	which, subject to suitable mitigation and design, inclusion of the constraint within the route would potentially be acceptable. Category A constraints are: - Areas with highest amenity value (Holford Rule 1): - Sites of Special Scientific Interest (with geodiversity features) - Geological Conservation Review Sites - Other sites/areas: - Landfill sites - Peat deposits - Operational mineral extraction sites - Restored opencast mining sites/ mining spoil heaps - Mine entries - Abandoned mines - Areas of potential ground instability (artificial ground) Category B constraints are: - Smaller areas of high amenity value (Holford Rule 2): - Regionally Important Geodiversity Sites - Other sites/areas: - Flood risk (zones 2 and 3, medium and high risk respectively) - Local Authority Mineral Consultation and Protection Areas The category that sub-criteria fell into was then taken into account when applying professional judgement regarding the preference, and degree of preference, between route options. Only high and medium flood risk zones were considered as, based on the proposed development type, the OHL and towers would be deemed to be Essential Infrastructure and therefore permissible in all flood zones, but subject to an exception test in high risk areas.
Forestry and Woodland	Ancient Woodland (Ancient Woodland Inventory (AWI))	Forestry – Areas of ancient woodland should be avoided and, if possible, impact on other woodland/	Forest and woodland areas within each of the route options were identified through the use of aerial photography, combined with digital data available from Natural Resources Wales (NRW). Forests and woodland were then divided into two broad groupings:

Criterion	Sub-Criteria	Objectives	Methodology
	Commercial Conifer and Other Woodlands (National Forest Inventory (NFI))	forestry types should be kept to a minimum.	1. Ancient Woodland (AW), which the Ancient Woodland Inventory (AWI) places into four sub-categories: - Ancient Semi-Natural Woodland (ASNW); - Plantation on Ancient Woodland Sites (PAWS); - Restored Ancient Woodland Sites (RAWS); and - Ancient Woodland Site of Unknown Category (AWSU). 2. Commercial conifer and other woodlands, which the National Forestry Inventory (NFI) places into the following categories: - Broadleaved; - Young trees; - Shrub; - Mixed mainly broadleaved; - Assumed woodland; - Conifer; - Mixed mainly conifer; and - Other (undefined conifer or broadleaved woodland). It is recognised that there is often overlap between woodland types 1 and 2. Where such overlap occurred, the appraisal identified the woodland as AWI and its sub-categories where applicable, with NFI categories being used to identify woodland type for both AWI and non-AWI woodlands. Appraisal against the forestry and woodland topic included analysis of the extent and location of each forest and woodland type within the route options to identify areas. A GIS-based calculation was run to identify the total area (hectares (ha)) of woodland, of each forestry category listed above, present within each route option. As ancient woodland areas are also included in the NFI, the total area of 'other' (non-ancient) woodland was calculated by subtracting the total AWI area from the total NFI area. Although the AWI and NFI datasets do not always precisely align in individual cases (it is possible for areas contained within the AWI not to feature in the NFI), visual inspection indicated that the datasets were sufficiently aligned across the route options for the purposes of route option appraisal using this calculation method. In general terms, the objective in identifying a preferred route option was minimisation of loss of all types of forest and woodland. This reflects the

Criterion	Sub-Criteria	Objectives	Methodology
			importance of the local resource of all woodland types and as such, the implications of the proposed removal of these types of woodland within the wayleave (area of woodland felled to accommodate the OHL). However, the method of appraisal of route options seeks to avoid/minimise, as far as practical, the effects particularly on areas of Ancient Woodland, due to the value of this resource as reflected in Welsh national policy and guidance. In addition, for the identified AWI areas, consideration was given as to whether this woodland type is currently commercial forestry planted on an ancient woodland site, rather than native woodland species. The GIS mapping was used to support commentary in the appraisal table as to whether woodland of different types can potentially be avoided through detailed design or whether it cannot e.g. if it spans the entire width of the route option, with observations being made concerning the implications of this. Due to the often scattered and broken nature of natural forests and woodland, for example, there is frequently the opportunity to avoid areas through careful consideration of the route alignment. Based on the above, a judgement was made as to which route option is preferred. Consideration will also be given to minimising impacts on forestry and woodland at the stage of detailed route alignment design, taking account of the need to create long-term stable forest edges and to minimise impacts on any forestry and woodland management practices. During the alignment/EIA stage, consideration will be given to all forest and woodland types through: • taking account of existing, and planned, windfirm boundaries to minimise sterilisation of commercial forestry and woodland areas and reduce the requirements for additional felling outwith the wayleave; • taking account of forest design plans and liaising with forestry owners/managers to avoid, or reduce restrictions on, forest management operations/techniques e.g. maintaining access to woodland blocks for harvesting/safety; and • identification of opportunities to retain and/or plant particularly lower growing shrub species within the wayleave.
Land Use	• Committed Development	• Avoid, where possible, land use conflict with	Land which is allocated for development within the route options, for example, through an adopted or emerging Local Development Plan (LDP), and land

Criterion	Sub-Criteria	Objectives	Methodology
	(Consented and Undetermined ¹ Planning Applications) • Local Development Plan (LDP) Allocations • Best and Most Versatile Agricultural Land • Registered Common Land	committed development including consented and undetermined planning applications and land allocated within an LDP. • Avoid/minimise effects on Best and Most Versatile (BMV) agricultural land. • Avoid, where possible, encroaching on Common Land.	which is subject to a valid planning application or planning permission, presents the potential for future land use conflicts. Land of this type is referred to as 'committed development' in the appraisal, although it was taken into account that the degree of likelihood of future land use conflict varies within this type (e.g. land with a planning consent as against land with a validated planning application that has not yet been determined). Developments consented prior to 2018 were considered either likely not to be constructed (as the consent will likely have expired²) or to have already been constructed and therefore captured as existing development within relevant data used to inform the appraisal across all topics. To ensure that all relevant planning permissions were captured in the appraisal, planning applications consented from 2017 onwards were appraised, as it was considered that this cut-off date allowed sufficient time for prior consents to be fully implemented and for the OS basemaps/data/aerial photography to be updated to include them as existing developments. Applications considered within the cut-off period included applications which have received full or outline planning permission; applications for reserved matters associated with outline planning permissions granted prior to the 2018 cut-off date; and applications which have been validated, i.e. are 'live' applications, but not yet determined. To avoid duplication, applications for Non-Material Amendments, Condition Variations, Discharge of Conditions or for Reserved Matters were not referenced in the appraisal where these related to a planning application which had already been captured under other categories. When appraising the route options, where a committed development was located fully or partially within the route option, the implications of this for the detailed routeing/alignment design and/or subsequent environmental assessment stage was highlighted. Both residential and non-residential committed developments were considered within the appraisal: for example, new residential dwellings, holiday lets, agricultural buildings, etc. Domestic scale development such as extensions to an existing dwelling have been

¹ Undetermined planning applications are those which have been validated, i.e. are 'live' applications, but have not yet been decided.

² Under Section 35(6) of the Planning (Wales) Act 2015, a planning permission for the development of land in Wales expires after five years from the date on which the permission was granted.

Criterion	Sub-Criteria	Objectives	Methodology
			scoped out of the appraisal on the basis that the proposals are very minor and the existing building already forms the land use baseline. The implications of committed development within 150m of route options for residential visual amenity were treated under the Landscape and Visual Amenity topic above. Route options with the lowest number of committed developments present, or where the committed developments could be avoided through detailed design, were preferred. As outlined above, the land use appraisal also considered land which is allocated (or is intended to be allocated) for a specific purpose within the Ceredigion LDP and Carmarthenshire County Council LDP including Carmarthenshire's emerging allocations within the Second Deposit Revised LDP that was consulted upon in February 2023. The appraisal assessed the extent to which areas allocated within the LDPs are present within the route options. These areas included residential allocations, employment allocations, development limits/development boundaries and protected open spaces. According to Policy GP2 of the Carmarthenshire County Council LDP, 'development limits' are defined for settlements identified as Growth Areas, Service Centres, Local Service Centres and identified Sustainable Communities within the settlement framework. Proposals within defined development limits will be permitted, subject to policies and proposals of the LDP, national policies and other material planning considerations. A judgement was made as to whether areas allocated under either LDP can or cannot be avoided during the detailed design stage. Route options which avoid or cross fewer allocated areas or protected open spaces within the Carmarthenshire and Ceredigion LDPs were preferred. The land use appraisal considered the Agricultural Land Classification (ALC) system which is used evaluate land based on its agricultural capability. Planning policy in Wales defines the agricultural land at grades 1 to 3a as the 'best and most versatile' (BMV) agricultural land. This is excellent to good quality land which is able to best deliver food and non-food crops. The appraisal assessed the area of BMV agricultural land present within each of the route options and routes which avoided the most BMV agricultural land were preferred. The land use appraisal considered the presence of Registered Common Land. Planning Policy Wales notes that Common Land is a finite resource and should not be developed unnecessarily. When appraising the route options, areas of

Criterion	Sub-Criteria	Objectives	Methodology
			common land were mapped and opportunities to avoid, or minimise crossing them during routeing was appraised, with those route that avoided common land being preferred. It should be noted that other land uses, such as other OHL infrastructure, gas pipelines, roads, rail and wind turbines, were considered in the Technical Review of the route options, as set out in Appendix F.

APPENDIX E - ROUTE OPTION ENVIRONMENTAL APPRAISAL TABLES

Environmental Appraisal Table for Route Section 1: Lan Fawr to Lampeter

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
Approximate Length of Route Option	N/A	11.1km	10.9km	2.1km	N/A
Biodiversity	Special Area of Conservation (SAC)	Route Option 1E crosses tributaries of the Afon Teifi SAC which is designated for: However, these could be avoided through spanning at the route alignment stage.	Route Option 1W crosses the Afon Teifi SAC, which is designated for: - Watercourses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation - Oligotrophic to mesotrophic standing waters with vegetation of the <i>Littorelletea uniflorae</i> and/or of the <i>Isoëto-Nanojuncetea</i> - Brook lamprey (<i>Lampetra planeri</i>) - River lamprey (<i>Lampetra fluviatilis</i>) - Atlantic salmon (<i>Salmo salar</i>) - Bullhead (<i>Cottus gobio</i>) - Otter (<i>Lutra lutra</i>)	Link 1a crosses the Afon Teifi SAC however this could be avoided through spanning at the route alignment stage.	The preference would be for Route Option 1E , although with the opportunities to avoid impacts through spanning, any of the options would work.

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
			- Floating water-plantain (<i>Luronium natans</i>) - Sea lamprey (<i>Petromyzon marinus</i>) However, this could be avoided through spanning at the route alignment stage.		
	Sites of Special Scientific Interest (SSSI)	Route Option 1E is within 500m of the Afon Teifi SSSI and crosses some of its tributaries.	Route Option 1W crosses the Afon Teifi SSSI however this could be avoided through spanning at the route alignment stage.	Link 1a crosses the Afon Teifi SSSI however this could be avoided through spanning at the route alignment stage.	There is a preference for Route Option 1E as it does not directly impact Afon Teifi SSSI.
	Wildlife Reserves	No Wildlife Reserves within 2km.	No Wildlife Reserves within 2km.	No Wildlife Reserves within 2km.	No preference.
	Local Wildlife Sites	There are no Local Wildlife sites currently designated within Carmarthenshire County			N/A
	Environment (Wales) Act 2016 Priority Habitats	Route Option 1E crosses areas of Purple Moor Grass and Rush Pastures, Lowland Heathland, Lowland Dry Acid Grassland and Traditional Orchards priority habitats.	Route Option 1W crosses areas of Purple Moor Grass and Rush Pastures, Lowland Heathland and Lowland Fens and Reedbeds priority habitats. The area of priority habitat is approximately 7.3 ha.	There are no areas of high sensitivity priority habitat within Link 1a.	There is a slight preference for Route Option 1E as there is more opportunity to avoid the areas of Priority Habitat, rather than span them.

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
		The area of priority habitat is approximately 10.2 ha. There is the potential for these areas to be avoided / spanned to avoid impacts.	There is the potential for these areas to be avoided / spanned to avoid impacts. However, a small area extends almost the full width of the route option, which reduces the opportunity to avoid this area and would require spanning instead.		
	Overall Preference for Biodiversity	The overall preference for Biodiversity is for Route Option 1E as it does not directly impact the Afon Teifi SAC / SSSI and there is more opportunity to avoid areas of Priority Habitat.			
Landscape and Visual Amenity	National Parks	The western edge of Brecon Beacons National Park is 20km+ from the corridor and there would be no impacts on the Special Qualities of the National Park.			No preference.
	Locally Designated Landscapes (Special Landscape Areas – SLA)	Teifi Valley SLA is well wooded and has a complex landscape pattern. Where possible damage to the woodland and watercourses needs to be avoided.			There is a preference for Route Option 1E as it has the shortest overall length in an SLA.
		4.15km (37% of the corridor length) is within Teifi Valley (Ceredigion) SLA.	8.83km (77% of the corridor length) is within Teifi Valley SLA, 6.72km in Teifi Valley (Ceredigion) and 2.11km in Teifi Valley (Carmarthenshire).	960m of the Link is within Teifi Valley (Ceredigion) SLA.	
	LANDMAP Visual & Sensory	All but the northern 1.3km is within an area evaluated as 'High'. There are no areas evaluated as 'Outstanding'.	2.8km of the Route Option at its northern end and the 2.8km at its southern end is within an area evaluated as 'High'; with the central section directly adjacent to that area.	All but the western 160m is within an area evaluated as 'High'. There are no areas evaluated as 'Outstanding'.	There is a preference for Route Option 1W as it has the shortest overall length in landscape evaluated as High or above.

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
			There are no areas evaluated as 'Outstanding'.		
	LANDMAP Habitats	4.36km is within an area evaluated as 'Outstanding'; and 4.33km in an area evaluated as 'High'. The northern 2km, which is coincident with Route Option 1W, is neither High nor Outstanding.	6.63km is within an area evaluated as 'Outstanding'; and 2.27km in an area evaluated as 'High'. The northern 2km, which is coincident with Route Option 1E, is neither High nor Outstanding.	The eastern half of the Link is evaluated as 'High' and the western half as 'Outstanding.'	There is a preference for Route Option 1E as it has the shortest overall length in landscape evaluated as Outstanding.
	LANDMAP Geology	There are no areas evaluated as 'High' or 'Outstanding'.	Two sections, 293m and 1.31km, associated with the river are evaluated as 'Outstanding'. Two sections, 130m and 2.6km, also associated with the river are evaluated as 'High'.	825m of the Link, around the river, is evaluated as 'High' or 'Outstanding'.	There is a preference for Route Option 1E as there are no areas evaluated as High or above.
	LANDMAP Historical	The northern 1.3km, which is coincident with Route Option 1W, is neither High nor Outstanding. The remainder of the Route Option is evaluated as 'High' except for a short	The northern 1.3km, which is coincident with Route Option 1E, is neither High nor Outstanding. The remainder of the Route Option is evaluated as 'High' except for a short 546m section towards the north.	The Link is entirely in a landscape evaluated as 'High'.	No preference.

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
		603m section towards the north.			
	LANDMAP Summary	For landscape and visual amenity the highest weight is given to LANDMAP Visual & Sensory.			There is a preference for Route Option 1W as it has the shortest overall length in landscape evaluated as High or above for Visual & Sensory.
	Landscape Character (National Landscape Character Area – NLCA)	NLCA40 Teifi Valley - The valley is predominantly rural and enclosed for agriculture. There are a wide variety of field sizes and areas with thick hedgerows, mainly enclosing pastures. For much of its length this area is a broad sweeping vale with the river mainly incised further into an inner, more intimate, valley within, often hidden from the wider view. The slopes of the wider valley rise gradually to the adjacent upland of the Cambrian Mountains. NLCA21 Cambrian Mountains - The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an extensive and tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the area.			Impacts on woodland and hedgerows are likely to be similar across both Route Options; however there is a very slight preference for Route Option 1E as this would have less impacts on the river valley and less impacts on the settlement of Lampeter.
		The north-eastern 4.7km is within NLCA21 Cambrian Mountains with the remainder of the Route Option in NLCA40 Teifi Valley; often running parallel to the boundary with NLCA21. This Route Option would cross small areas of forestry,	The north-eastern 2.6km is within NLCA21 Cambrian Mountains with the remainder of the Route Option in NLCA40 Teifi Valley. This Route Option runs broadly along the lower ground (in the study area) around the Afon Teifi and would cross small areas of forestry, hedgerows, woodland copses and small watercourses. The Route	Link is entirely in NLCA40 Teifi Valley; crosses a landscape comprised of agricultural fields with hedgerow boundaries and the Afon Teifi.	

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
		hedgerows, woodland copses and small watercourses. To the east of Lampeter the Route Option crosses slightly rising ground and would therefore potentially be visible from a wider area.	Option also passes between a narrow strip of land between Lampeter and Cwmann.		
	Residential Visual Amenity (based on 150m buffer zone from property addresses)	Due to the landscape and settlement pattern the route corridors must cross some residential buffers.			
		Route Option 1E is within the 150m buffer for approximately 50 properties, of which eight are in the corridor. The Route Option runs in close proximity to the eastern edge of the villages Pentre'r-felin, Cellan and Ram.	Route Option 1W is within the 150m buffer for approximately 80-90 properties, of which five are in the corridor. The Route Option runs in close proximity to the edges of the villages/hamlets Llanfair Clydogau, Ar Lawr Dderwen, Cwmann, Treherbert and the town of Lampeter.	The Link has been identified to potentially help the final preferred Route Option avoid the town of Lampeter. The Link is within the 150m buffer for approximately 15 properties, which includes the small grouping of Bryn-Maen Cottages.	There is a preference for Route Option 1E as it passes within the buffer zone of the fewest properties and avoids the larger settlements in the area.
	Views from recreational receptors including tourist attractions and Public Right of Way (PRoW)	Route Option crosses six PRoW and is in close proximity to several others. Teifi campsite located between Route Option 1E and Route Option 1W and various B&B and holiday cottages	Route Option crosses six PRoW and is in close proximity to several others and the Afon Teifi. Teifi campsite located between Route Option 1E and 1W and various B&B and holiday cottages close to both Route Options.	Link crosses the Afon Teifi.	Either Route Option would be visible from, and cross, several PRoW. There is a slight preference for Route Option 1E , as Route Option 1W would be more visible for receptors in and around Lampeter and the Afon Teifi.

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
		close to both Route Options.			
	Views from transport corridors	Crosses the A482, A485 and 12 local roads and runs broadly parallel to the B4343 for almost its entire length.	Crosses the A482, A485, B4343 and 4 local roads and runs broadly parallel to the B4343 or A485 for almost its entire length.	Crosses the B4343 and one local road.	All options would be visible to road users in the study area and there is no preference.
	Visual – other factors	Two sections – 4.3km and 800m – follow existing route of a wood pole 33kV OHL. Southern end includes Lampeter Substation and overhead line (OHL) converging at Substation.	Southern end includes Lampeter Substation and OHL converging at Substation.	-	There is a preference for Route Option 1W , as Route Option 1E contains OHL structure of a different type, a proportion of which would be visually incoherent (see Holford Rule 6). This would switch in favour of Route Option 1E if the existing and proposed infrastructure were of a similar scale and design.
	Overall Preference for Landscape and Visual Amenity	For landscape and visual amenity the preference is for Route Option 1E as it runs for the shortest distance from locally designated SLA, passes within the 150m buffer zone of the least residential properties, would have fewer impacts on landscape character within close proximity to the Afon Teifi, and would have fewer visual impacts on receptors within the larger settlement of Lampeter.			

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
Cultural Heritage	Scheduled Monuments (SM)	No SMs are within the Route Option. The closest SM to the Route Option is <i>Moalfryn Round Carin</i>, located approximately 500 m from the northern end of the Route Option. The north end of the Route Option is possibly within the wider setting from which the cairn was intended to be visible. Caer Cadwgan Hill Fort is located approximately 1 km to the east of the Route Option on a northern-facing hillside. Approximately 2 km to the northeast of the Route Option, on the northeast side of the Teifi Valley, are two prominent hillforts and one peninsula fort. A further hill fort is located approximately 1 km to the east of the Route Option.	No SMs are within the Route Option. The closest SM to the Route Option is Lampeter Pillbox, located approximately 180 m to the northwest of the Route Option. The pill box was positioned to have a view of a railway and A482 trunk road. Two Iron Age hillforts are located on elevated positions to the northwest of the Route Option, the closest at approximately 700 m. A further hillfort is located approximately 2.2 km to the east of the Route Option.	No SMs are within the Link. The northern end of the Link is approximately 1.2 km from Castell Allt-Goch Hillfort SM. The assets positioning above the Afon Teifi valley suggests the Route Option is within the area of land that will have been controlled from the forts and the development of this Link may impact the significance the assets derive from their wider setting.	The preference is for Route Option 1W. The Route Option runs along the northeast slope of the Teifi Valley. The towers are likely to be below the height of the northeast boundary of the valley. This Route Option is furthest from the prehistoric ritual SM to the east and position of the towers in the valley will not obscure the appreciation of the hillforts positioning.

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
	Listed Buildings (LB) -Grade I, II*,II	No LBs are within the Route Option. The Route Option passes to the east of Pentrefelin. A hamlet with a concentration of five Grade II LBs. The Route Option passes to the east of Cwmann. The village contains two Grade II LBs. Grade II* Derry Ormond Tower is within the Derry Ormond RPG 2.2 km to the northeast of the Route Option. Discussed in the GPR section below.	No LBs are present within the Route Option. The Route Option passes close to two LBs. A Grade II Bridge to the north and a Grade II house to the west. The Route Option passes to the south of Lampeter. Twenty-Seven LBs are present in the settlement. The wider setting of these LBs is expected to be largely limited to Lampeter itself.	No LBs are present within the Link. There are no LBs within 400 m of the Link.	The preference is for Route Option 1W. Route 1E passes very close to a group of Grade II LB in the hamlet of Pentrefelin. It would be preferable to avoid introducing large infrastructure in to the wider rural setting of the LB. Listed buildings within Lampeter will be largely screened from Route Option 1W by the buildings and existing infrastructure.
	Conservation Areas (CA)	No CAs are within the Route Option. Lampeter CA is located approximately 660 m to the west of the Route Option. The CA is designed to preserve and enhance the special character of the area's architectural and	No CAs are within the Route Option. Lampeter CA is located approximately 1.7 km to the west of the Route Option. The CA is designed to preserve and enhance the special character of the area's architectural and historic interest, including the	No CAs are within the Link. Lampeter CA is located approximately 1.7 km to the west of the Link. The CA is designed to preserve and enhance the special character of the area's architectural and historic interest,	No preference.

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
		historic interest, including the contribution of key individuals or groups of buildings, trees, open space and streetscapes. The significance of the CA is focused on the internal town area, and it is not anticipated likely that an OHL to the south of the town will impact the CA setting.	contribution of key individuals or groups of buildings, trees, open space and streetscapes. The significance of the CA is focused on the internal town area, and it is not anticipated likely that an OHL to the south of the town will impact the CA setting.	including the contribution of key individuals or groups of buildings, trees, open space and streetscapes. The significance of the CA is focused on the internal town area, and it is not anticipated likely that an OHL to the south of the town will impact the CA setting.	
	Historic Registered Parks and Gardens (RPG)	No RPGs are within the Route Option. Derry Ormond RPG is located approximately 2.2 km to the northeast of the Route Option. The RPG had a designed view from the now demolished manor house across the grounds to the southwest to Derry Ormond Tower (Grade II* LB). It is likely that the tower was built to be visible from the wider landscape as well as within the RPG. The intention for the monument to be	No RPGs are within the Route Option. Derry Ormond RPG is located approximately 3.4 km to the northeast of the Route Option. At this distance from the RPG, it is not anticipated that the presence of an OHL would impact the wider setting of the monument.	No RPGs are within the Link. Derry Ormond RPG is located approximately 2.6 km to the northeast of the Link. This Link largely passes along the Afon Teifi Valley floor, and it is not anticipated that an OHL within the Route Option would impact the setting of Derry Ormond Tower.	No preference. The presence of an OHL along either Route Option is likely to be screened by hills from significant views within the RPG. Providing the towers do not crest the northwest site of the Teifi river valley.

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
		experienced in views from close to its base towards the Route Option is less clear.			
	Non-designated Historic Assets	There are 12 Historic Environment Records (HER) monuments within Route Option 1E, dated to the Bronze Age, Medieval, and Post-Medieval periods. Of broad classes agricultural and subsistence, domestic, garden parks and urban spaces, monuments, religious ritual and funeral.	There are 14 HER monuments within Route Option 1W, dated to the Bronze Age, Medieval, and Post-Medieval periods. Of broad classes agricultural and subsistence, domestic, garden parks and urban spaces, monuments, and transport. The HER notes the presence of a Roman road (between Carmarthen and Llanfair Clydogau) within Route Option 1W.	There are no HER assets within Link 1a.	No preference
	Overall Preference for Cultural Heritage	Based on the reviewed designated Historic Assets, the preference is for Route Option 1W . This Route Option avoids the OHL being positioned close to sensitive designated assets, and it likely to have least impact on the setting of the wider historic landscape.			
Hydrology, Hydrogeology and Geology	Main Rivers- Flood Risk	Route Option 1E crosses the Nant Gou approximately 1km south of Cellan and as it diverges into two tributaries. The high-risk flood zone area is approximately 150-200m in span and so may not be avoidable.	Route Option 1W contains extensive high-risk flood zone areas southwest of Llanfair Clydogau associated with the Afon Teifi. The width of the high risk flood zone areas exceeds 250m and is there likely to be unavoidable.	Link 1a crosses only one high risk flood zone area associated with the Afon Teifi east of Lampeter adjacent to the B4343. This area is unavoidable as the width exceed 250m and cannot be spanned.	Route Option 1E is preferred because whilst this corridor does contain high risk flood zone areas, most of these are small in nature and can be spanned or avoided during the route alignment stage. Route Option 1W is much more exposed to

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
					unavoidable high-risk flood zone in terms of span widths, than Route Option 1E.
	Ordinary Watercourses / Waterbodies	Route Option 1E crosses several Ordinary Watercourses which have high risk flood zone areas. High risk flood zone areas associated with Nant Clywedog-isaf, Ffrwd Cynon and Nant Hathren are relatively small in nature (<50m) and are therefore avoidable. Larger high risk flood zone areas to note are associated with the Nant Eiddig and Nant Hor. Nant Eiddig and an unnamed tributary east of Pont Bryn Meddyg form a high risk flood zone area 150-200m wide. This area may not be avoidable. High risk flood zone area associated with Nant Hor, which crosses the A485 in the southern part of the route corridor, is approximately 170m at its widest point and	Route Option 1W crosses several Ordinary Watercourses which have high risk flood zone areas. The Nant Clywedog-isaf area of high flood risk southeast of Llanfair Clydogau is <40m width and therefore can be spanned. More extensive high risk flood zone areas are present south of Lampeter associated with the Nant Eiddig and Nant Hor. The width of the high risk flood zone areas exceeds 250m and is there likely to be unavoidable.	Link 1a does not cross any Ordinary Watercourses.	Route Option 1E is preferred because whilst this corridor does contain high risk flood zone areas, most are small in nature and can be spanned or avoided during the route alignment stage. Route Option 1W is much more exposed to unavoidable high-risk flood zone in terms of span widths, than Route Option 1E.

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
		therefore may not be avoidable.			
	Peat	Route Options 1E, 1W and Link 1a do not contain any areas of peatland.			No preference.
	Regionally Important Geodiversity Sites	No Regionally Important Geodiversity Sites are present within Route Options 1E, 1W and Link 1a.			No preference.
	Local Authority Mineral Consultation Areas and Mineral Protection Areas	With the exception of short sections, this route is located within an Aggregate Safeguarding Area.	Located within an Aggregate Safeguarding Area.	Link is located within an Aggregate Safeguarding Area.	No preference. On balance, 1W and 1E are of equal preference - all routes traverse across similar amount of mineral deposits.
	Restored Opencast Mining Sites/ Mining Spoil Heaps	No Restored Opencast Mining Sites/Mining Spoil Heaps are present within Route Options 1E, 1W and Link 1a.			No preference.
	Geological Conservation Review Sites	No Geological Conservation Review Sites are present within Route Options 1E, 1W and Link 1a.			No preference.
	Coal Mining Reporting Areas/Coal Mining Mine Entries	No Coal Mining Reporting Areas/Coal Mining Mine Entries are present in within Route Options 1E, 1W and Link 1a.			No preference.
	Abandoned Mines	No abandoned mines are present within Route Options 1E, 1W and Link 1a.			No preference.

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
	Artificial Ground	Minimal areas of Artificial Ground are present within Route Options 1E, 1W and Link 1a.			No preference.
	Geoparks	No Geoparks are present within Route Options 1E, 1W and Link 1a.			No preference.
	Overall Preference for Hydrogeology, Hydrology and Geology	For Hydrogeology, Hydrology and Geology the preference is for Route Option 1E as it crosses the smallest area of high risk flood zones.			
Forestry and Woodland	Ancient Woodland (Ancient Inventory)	Route Option 1E contains 0.61ha of Ancient Semi- Natural Woodland in a localised area east of Ram. The Ancient Woodland spans almost the entire route corridor width but potentially could be avoided at the route alignment stage.	Route Option 1W contains 3.2ha of Ancient Semi-Natural Woodland and Restored Ancient Woodland, north of Cellan. This area could be avoided as it is concentrated to the western boundary of the Route Option corridor.	N/A	The preferred Route Option in relation to Ancient Woodland is Route Option 1W ; although there is a larger area of Ancient Woodland compared with Route Option 1E, it is located to the west of the corridor and is expected to avoidable at the route alignment stage.
	Commercial Conifer and Other Woodlands (National Forest Inventory)	Route Option 1E crosses a large 26.2ha expanse of conifer, felled and broadleaf woodland at the beginning of the Route Option southeast of Llanybi. This area is unavoidable. Route Option 1E also crosses 5 small localised areas of	Route Option 1W crosses a large 26.2ha expanse of conifer, felled and broadleaf woodland at the beginning of the route southeast of Llanybi. This area is unavoidable. A further 3.9ha localised area of broadleaf woodland is situated on the western boundary of the Route Option	N/A	The preferred Route Option for National Forest Inventory woodland is Route Option 1W ; the areas of woodland are localised in one area and therefore will constrain the route alignment stage less.

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
		broadleaf woodland. 2 of the areas span the width of the corridor and are unavoidable, the other areas could be avoided at the route alignment stage.	and could be avoided at the route alignment stage.		
	Overall Preference for Forestry and Woodland	Overall, Route Option 1W is the preference for Forestry and Woodland as the areas of woodland are localised to two areas and will constrain the route alignment stage less. Although the area of Ancient Woodland is larger in this Route Option, it is more easily avoided than in Route Option 1E.			
Land Use	Committed Development (Consented and Undetermined Planning Applications)	There are no committed developments located within the Route Option.	There is one consented non-residential committed development within the Route Option. This can be avoided through detailed design.	There are no committed developments located within the Link option.	Route Option 1E is preferred as there are no committed developments located within this Route Option.
	Local Development Plan (LDP) Allocations/Green Space	There are no Ceredigion or Carmarthenshire LDP allocations (adopted or emerging) present within these Route Options.			No preference.
	Best and Most Versatile Agricultural Land (BMV)	There is approximately 7.2 ha of BMV Agricultural Land within Route Option 1E. BMV Agricultural Land appears in one area south of Pentrefelin and covers the whole width of the Route Option. This area of	There is approximately 41ha of BMV Agricultural Land within Route Option 1W. BMV Agricultural Land makes up a considerable proportion of the southern area of the Route Option south of Lampeter (for an approx. 2 km stretch). This area would be unavoidable.	There is approximately 16.7ha of BMV Agricultural Land with Link 1a. BMV Agricultural Land comprises almost the entire Link option and therefore is unavoidable.	Route Option 1E is preferred as it covers the smallest amount of BMV Agricultural Land.

Topic	Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference
		BMV Agricultural Land would be unavoidable.			
	Registered Common Land	There is no Registered Common Land within Route Options 1E, 1W and Link 1a.			No preference.
	Overall Preference for Land Use	For Land Use, the preference is for Route Option 1E as it there are no committed developments present within the corridor and the option covers the smallest amount of BMV Agricultural Land.			
Overall Emerging Preference:		Overall, Route Option 1E is the preferred Route Option in relation to landscape and visual, biodiversity, land use, hydrogeology, hydrology and geology. However, effects on the setting of cultural heritage features as well as the need to minimise loss of woodland will form key considerations at the detailed design of the route alignment and tower placement.			

Appraisal Table for Route Option Section 2- Lampeter to Llanllwni

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
Approximate Length of Route Option	N/A	12.7km	11.1km	11.8km	1km	1.2km	
Biodiversity	Special Area of Conservation (SAC)	Route Option 2E is within 1km of Afon Teifi SAC	Route Option 2C is within 500m of Afon Teifi SAC	Route Option 2W is within 500m of Afon Teifi SAC	Link 2a is within 1km of Afon Teifi SAC	Link 2b is within 1km of Afon Teifi SAC	No preference.

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
	Sites of Special Scientific Interest (SSSI)	Route Option 2E crosses Caeau Blaen-bydernyn SSSI which is designed for its mixture of wet grassland communities and the stands of species-rich acid grassland on the drier banks. However, the site could potentially be avoided through routeing at the route alignment stage. Route Option 2E is within 1km of Afon Teifi SSSI.	Route Option 2C crosses Caeau Blaen-bydernyn SSSI, however, the site could potentially be avoided through routeing at the route alignment stage. Route Option 2C is within 500m of Afon Teifi SSSI.	Route Option 2W is within 500m of Afon Teifi SSSI.	Link 1a is within 1km of Afon Teifi SSSI	Link 2b is within 1km of Afon Teifi SSSI	The preference is for Route Option 2W as it does not directly impact a SSSI.
	Wildlife Reserves	None within 2km.	None within 2km	None within 2km.	None within 2km.	None within 2km.	No preference.
	Local Wildlife Sites	There are no Local Wildlife Sites designated within Carmarthenshire County.					No preference.
	Environment (Wales) Act 2016 Priority Habitats	Route Option 2E crosses several areas of Lowland Fens and Reedbeds, Lowland Dry Acid	Route Option 2C crosses several areas of Purple Moor Grass and Rush Pastures, Traditional	Route Option 2W crosses several areas of Purple Moor Grass and Rush Pastures and Traditional	There is an area of Purple Moor Grass and Rush Pastures priority habitat within Link 2a.	There are several areas of Purple Moor Grass and Rush Pastures priority	There is a preference for Route Option 2W as there are less / smaller areas of Priority

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
		Grassland, Purple Moor Grass and Rush Pastures and Lowland Heathland priority habitats. The total area of priority habitat is approximately 14.3 ha. There is the potential to avoid / span some of these areas at the route alignment stage.	Orchards and Lowland Dry Acid Grassland priority habitats. The total area of priority habitat is approximately 11.2 ha. There is the potential to avoid / span these areas at the route alignment stage.	Orchards priority habitats. The total area of priority habitat is approximately 11 ha. There is the potential to avoid / span these areas at the route alignment stage.	The total area of priority habitat is approximately 0.4 ha. There is the potential to avoid this area at the route alignment stage.	habitat within Link 2b. The total area of priority habitat is approximately 2.8 ha. There is the potential to avoid / span these areas at the route alignment stage.	Habitat along the route making it easier to avoid / span them.
	Overall Preference for Biodiversity	The overall preference for Biodiversity is for Route Option 2W as there is no direct impact to designated sites and there are less areas of priority habitat to consider.					
Landscape and Visual Amenity	National Parks	The western edge of Brecon Beacons National Park is 21km+ from the corridor and there would be no impacts on the Special Qualities of the National Park.					No preference.
	Locally Designated Landscapes (Special Landscape	Teifi Valley SLA is well wooded and has a complex landscape pattern. Where possible damage to the woodland and watercourses needs to be avoided. Llanllwni Mountain SLA is an area of unenclosed heather moorland, positioned on a rolling plateau positioned along the watershed between the Teifi and the Cothi valleys. There are extensive views in all directions from the plateau, particularly notable are the views north-west over the Teifi Valley and southeast towards the Brecon Beacons.					All Route Options avoid direct impacts on SLA. However, due to the distance from SLA there is a

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
	Areas – SLA)	Outside SLA for the full length of the Route Option, but Llanllwni Mountain SLA is located between 100m and 900m east of the Route Option for approx. 4.2km.	Outside SLA for the full length of the Route Option, but Teifi Valley (Carmarthenshire) SLA is located between 150m and 2.6km west of the Route Option for almost 8km; and Llanllwni Mountain SLA is located between 300m and 1.5km east of the Route Option for approx. 4.2km.	Outside SLA for the full length of the Route Option, but Teifi Valley (Carmarthenshire) SLA is located between 150m and 2km west of the Route Option for almost 8km.	Western end of the Link is 1km east of Teifi Valley (Carmarthenshire) SLA.	Western end of the Link is 1km east of Teifi Valley (Carmarthenshire) SLA and eastern end is 1.2km west of Llanllwni Mountain SLA.	slight preference for Route Option 2E in the north, switching to the shared Route Option 2W and Route Option 2C central section, and finally to Route Option 2W in the south taking the route away from the views west from Llanllwni Mountain SLA.
	LANDMAP Visual & Sensory	There are no areas evaluated as 'Outstanding'; with the full section evaluated as 'High'.					No preference.
	LANDMAP Habitats	There are no areas evaluated as 'Outstanding'. The northern 10.6km is evaluated as 'High'.	There are no areas evaluated as 'Outstanding'. The northern 9.05km is evaluated as 'High'.	There are no areas evaluated as 'Outstanding'. The northern 8.06km is evaluated as 'High'.	Link entirely in area evaluated as 'High'.	Link entirely in area evaluated as 'High'.	Very slight preference for Route Option 2W as it has the shortest overall length in landscape evaluated as High or above.

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
	LANDMAP Geology	There are no areas evaluated as 'High' or 'Outstanding'.	There are no areas evaluated as 'High' or 'Outstanding'.	A very short 120m section is evaluated as 'Outstanding', which doesn't extend across the full corridor and could be avoided. Otherwise, there are no areas evaluated as 'High' or 'Outstanding'.	There are no areas evaluated as 'High' or 'Outstanding'.	There are no areas evaluated as 'High' or 'Outstanding'.	No preference.
	LANDMAP Historical	Route Option is entirely in area evaluated as 'High'. However, there are areas evaluated as 'Outstanding' to the immediate east of the Route Option.	Route Option is entirely in area evaluated as 'High'.	Route Option is entirely in area evaluated as 'High'.	Link entirely in area evaluated as 'High'.	Link entirely in area evaluated as 'High'.	Very slight preference for Route Option 2W as all Route Options are evaluated as High; however Route Option 2W is furthest from an adjacent area evaluated as 'Outstanding'.
	LANDMAP Summary	For landscape and visual amenity the highest weight is given to LANDMAP Visual & Sensory.					Slight preference for Route Option 2W .

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
	Landscape Character (National Landscape Character Area – NLCA)	NLCA40 Teifi Valley - The valley is predominantly rural and used for agriculture. There are a wide variety of field sizes and areas with thick hedgerows, mainly enclosing pastures. For much of its length this area is a broad sweeping vale with the river mainly incised further into an inner, more intimate, valley within, often hidden from the wider view. The slopes of the wider valley rise gradually to the adjacent upland of the Cambrian Mountains NLCA21 Cambrian Mountains - The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an extensive and tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the area. Route Option 2E broadly follows the boundary between NLCA40 Teifi Valley and NLCA21 Cambrian Mountains, crossing between them several times. Route Option 2C and Route Option 2W also cross between NLCA40 Teifi Valley and NLCA21 Cambrian Mountains but are predominantly located in NLCA40 Teifi Valley. Both Links are entirely within NLCA40 Teifi Valley. All Route Options cross a similar undulating rural landscape with hedgerows and woodland belts which filter views. Route Options 2C and Route Option 2W pass 1.1km south-east of the settlement of Llanyhydder. The southern end of the Route Options go around the village of Llanllwni, though it is closer to Route Option 2W					No preference.
	Residential Visual Amenity (based on 150m buffer zone from property addresses)	Due to the landscape and settlement pattern the route corridors must cross some residential buffers.					Overall the preference is for Route Option 2C as it passes within the buffer zone of the fewest properties and also includes the fewest number within the corridor. Should Route Option 1E be chosen, then it would be necessary to use the northern end
		Route Option 2E is within the 150m buffer for approximately 50 properties, of which 10 are in the corridor. The majority of the of these properties are at the north of the Route Option around	Route Option 2C is within the 150m buffer for approximately 32 properties, of which five are in the corridor (three of which are grouped together to the south-east of Llanyhydder).	Route Option 2W is within the 150m buffer for approximately 50 properties, of which seven are in the corridor (three of which are grouped together to the south-east of Llanyhydder). Of	The Link is within the 150m buffer for three properties.	The Link is within the 150m buffer for one property.	

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
		the hamlets of Parc-y-rhos and Nant y Gwine. Seven of the properties within the Route Option are located at Ty-Mawr where the Route Option crosses the B4337. The southern half of the Route Option is largely outside the buffer zone for residential properties.	The properties within the buffer zone are relatively spread out along the Route Option.	the 50 properties within the buffer zone, a large number are in the southern section where the Route Option is in close proximity to the A485, which is viewed as a linear settlement in places; however these properties are also likely to see any development in the alternative Route Options also.			of Route Option 2E, before switching to Route Option 2C where the route options link up and thereby avoid the grouping of properties at Ty Mawr.
	Views from recreational receptors including tourist attractions and Public Right of Way (PRoW)	Route Option 2E crosses eight PRoW, all but one of which are located in the southern half of the Route Option. Various Bed & Breakfast and holiday cottages close to all Route Options, but closest to Route Option 2E.	Route Option 2C crosses seven PRoW, all but one of which are located in the southern half of the Route Option. Dolcoed campsite closest to Route Option 2W, but over 400m from the Route Option. Various B&B and holiday cottages	Route Option 2W crosses five PRoW, all but one of which are located in the southern half of the Route Option. Various B&B and holiday cottages close to all Route Options, but closest to Route Option 2E. Views across full study area from	-	Link crosses by one PRoW.	Slight preference for Route Option 2W as it crosses the fewest PRoW and appears furthest away from holiday cottages and views from high ground to the east.

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
		Views across full study area from high ground to the east, including from viewpoint at Llanllwni Monument, but closest to Route Option 2E.	close to all Route Options, but closest to Route Option 2E. Views across full study area from high ground to the east, including from viewpoint at Llanllwni Monument, but closest to Route Option 2E.	high ground to the east, including from viewpoint at Llanllwni Monument, but closest to Route Option 2E.			
	Views from transport corridors	Crosses the B4337 and nine local roads.	Crosses the B4337 and 13 local roads and runs broadly parallel (450m east) to the A485 for 3.3km.	Crosses the A485, B4337 and 12 local roads and runs broadly parallel (between 200m and 650m) to the A485 for 4.7km.	Link crosses one local road.	Link crosses one local road.	All Route Options would be visible to road users in the study area, however there is a slight preference for Route Option 2E , as it is further from the A485 and crossed the fewest local roads.

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
	Visual – other factors	Two sections – 1.3km and 500m – follow existing route of a 132kV overhead line (OHL).	The southern 8.4km of the Route Option follows an existing 132kV OHL.	The central 3.6km of the Route Option follows an existing 132kV OHL.	-	-	Preference is for Route Option 2E , as the other Route Options contains OHL structure of a different type and proportion which would be visually incoherent (see Holford Rule 6). This would switch in favour of Route Option 2C if the existing and proposed infrastructure were of a similar scale and design.
	Overall Preference for Landscape and Visual Amenity	For landscape and visual amenity there is very little to differentiate between the route options in this section; the best route option may therefore depend on the northern and southern links to Section 2. However, there is a slight preference for Route Option 2E in the north, switching to the shared Route Option 2W/2C central section where all three route options converge, and finishing along Route Option 2C in the south as this would be located for further away from the locally designated SLA; whilst also taking into consideration the number of residential property buffer zones the OHL would pass through. Alternatively, the southern end should continue along Route Option 2W (as opposed to Route Option 2C) as this would maximise the distance between the OHL and SLA Llanllwni Mountain; and also limit visual confusion by avoiding the woodpole 132kV OHL along Route Option 2C.					
Cultural Heritage	Scheduled Monuments (SM)	The southern part of the Route Option passes within 500 m <i>Castell Nonni</i> SM.	Approximately 7.4km along the Route Option from the south it passes directly over <i>Pen Lan</i>	Approximately 8km along the Route Option from the south it passes directly through <i>Pen Lan</i>	There are no SMs within the link.	There are no SMs within the link.	From the north, the preferred route follows Route Option 2C crossing to Route Option

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
		The Route Option passes within 1.5km of <i>Pen y Gaer</i> SM. The historic asset occupies the summit of a hill. It is possible that the Route Option crosses and area that contributed to the historic assets' wider setting. The Route Option is located on the eastern slope of the Teifi River Valley. Within approximately 1.5km to the east of the Route Option, on high ground above the Teifi valley, are a series of round barrows, likely dated to the Bronze Age, which lay over a length of 11km on a southwest	<i>round barrow cemetery</i> SM. Direct impact on SM may be avoided through siting of towers. Preferable to avoid this section to minimise setting impacts. Approximately 2.4km from the north the Route Option passes close to <i>Three Round Cairns southeast of Blaen Carreg</i> SM (a series of three round cairns). Direct impacts on the SM may be avoided and setting impacts minimised by siting of towers. The southern part of the Route Option passes within 120m <i>Castell Nonni</i> SM. The Route	<i>Round Barrow Cemetery</i> SM. Direct impact on SM may be avoided through siting of towers. Preferable to avoid this section to minimise setting impacts. Approximately 2.4 km from the north the Route Option passes directly over <i>Three Round Cairns southeast of Blaen Carreg</i> SM (a series of three round cairns). Direct impacts on the SM may be avoided and setting impacts minimised by siting of towers. The Route Option passes within 800m of <i>Pen y Gaer</i> SM. The historic asset occupies	The link passes within 800m of <i>Pen y Gaer</i> SM. The historic asset occupies the summit of a hill. It is possible that the link crosses an area that contributed to the historic assets' wider setting.		2E where the two routes meet northeast of Ty Mawr, continuing southwards on Route Option 2E before crossing via Link 2a to Route Option 2W. Strongly recommended to avoid section of Route Options that pass directly over SMs as these have the potential to have direct and setting impact. Strongly recommended to avoid <i>Castell Nonni</i> SM along Route Option 2C. Development of this section of the Route Option has the potential to greatly impact the setting of the SM.

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
		to northeast alignment.	Option is likely to pass through land that was controlled by the Motte and Baily castles. Development of the Route Option is likely to impact the wider setting that contributes to the significance of the SM. The proximity of the Route Option to the SM means that any ground disturbance has the possibility of impacting on physical remains associated with the SM that may survive. The Route Option passes within 800m of <i>Pen y Gaer</i> SM. The historic asset occupies the summit of a hill. It is possible that the Route Option crosses and area that	the summit of a hill. It is possible that the Route Option cross and area that contributed to the historic assets' wider setting. The promontory fort of <i>Castell Pyr</i> SM is located approximately 1km to the west of the southern part of the Route Option. The Route Option is located on the eastern slope of the Teifi River Valley. Within approximately 2.5km to the east of the Route Option, on high ground above the Teifi valley, are a series of round barrows, likely dated to the Bronze Age, which lay over a			

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
			contributed to the historic assets' wider setting and that and therefore has a potential to impact on its significance. The Route Option is located on the eastern slope of the Teifi River Valley. Within approximately 2km to the E of the Route Option, on high ground above the Teifi valley, are a series of round barrows, likely dated to the Bronze Age, which lay over a length of 11km on a southwest to northeast alignment.	length of 11km on a southwest to northeast alignment.			
	Listed Buildings (LB) - Grade I, II*, II	There are no LBs within the Route Option.	There are no LBs within the Route Option.	There are no LBs within the Route Option.	There are no LBs within the link.	There are no LBs within the link.	Route Option 2C is preferred as it has least impact on Listed Buildings.

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
		There is one LB within 500 m of the Route Option. <i>Former Cottage to the west of Beehive Cottage</i> is located 50m to the west of the Route Option. Impact on the LB may be mitigated through positioning of towers. If this section of the Route Option is used there may be an opportunity for community benefit by restoring the small building.	There are three Grade II LBs within 500m of the Route Option. None are anticipated to have a wider setting that contributes to their significance.	There are five Grade II LBs within 500m of the Route Option. Maesycrugiau Hall Grade II LB is anticipated to have a wider setting that could be impacted by the development of an OHL along this Route Option. Discussed further in the RPG section below.			
	Conservation Areas (CA)	There is no CA within the Route Option or 2km of the Route Option.	There is no CA within the Route Option or 2km of the Route Option.	There is no CA within the Route Option or 2km of the Route Option.	There is no CA within the link or 2km of the Route link.	There is no CA within the link or 2km of the Route link.	No preference.
	Historic Registered Parks and Gardens (RPG)	There are no RPGs within the Route Option. Maesycrugiau Hall RPG is	There are no RPGs within the Route Option. Maesycrugiau Hall RPG is	There are no RPGs within the Route Option. Maesycrugiau Hall RPG is	There are no RPGs within the link.	There are no RPGs within the link.	The preferred route option is either Route Option 2C or Route Option 2E as these do

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
		located approximately 1.7km northwest of the Route Option. No impact is anticipated.	located approximately 1.7km northwest of the Route Option. No impact is anticipated.	located approximately 350m to the west of the Route Option. Significant views are noted as being from the Grade II listed house (Maesycrugiau Hall) to the west and northwest across the Teifi Valley. The RPG appears to be largely screened from the E by trees but views across the RPG may be possible from the manor houses tower.			not pass close the RPG.
	Non-designated Historic Assets	There are 12 Historic Environment Records (HER) assets within Route Option 2E, dated to the Bronze Age, Medieval and Post-Medieval periods. Of broad classes agricultural and	There are 5 HER assets within Route Option 2C, dated to the Roman and Post-Medieval periods. Of broad classes, domestic, garden parks and urban spaces, agricultural and	There are 7 HER assets within Route Option 2W, dated to the Early Medieval, Medieval, and Post-Medieval. Of broad classes domestic, park and urban spaces, agricultural and subsistence,	There is 1 HER asset within Link 2a dated to the Post-Medieval period. Of broad class agricultural and subsistence.	There are no HER assets within Link 2b.	No preference.

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
		subsistence, industrial, water supply and drainage, religious, and domestic.	subsistence, and transport.	religious ritual and funeral, and water supply and drainage. The HER notes the presence of a Roman road (between Carmarthen and Llanfair Clydogau) within 2W.			
	Overall Preference for Cultural Heritage	From a cultural heritage perspective, the preferred Route Option from the north is Route Option 2C crossing over to Route Option 2E where they converge, followed by Link 2a to join Route Option 2W . This route avoids Route Options sections that pass over SM. Impact on Maesycrugiau Hall RPG is likely to be able to be mitigated through the detailed design of the route alignment and tower placement and by the existing screening around the RPG and LB. Impact on <i>Former Cottage to the west of Beehive Cottage</i> LB may be mitigated through the detailed design of the route alignment and tower placement. of towers and there may be an opportunity to enhance to historic environment by restoring the small building.					
Hydrology, Hydrogeology and Geology	Main Rivers - Flood Risk	Route Option 2E does not cross any Main Rivers.	Route Option 2C crosses a high risk flood zone area associated the Nant Hor South of the A485. The area is <50m wide so is therefore avoidable.	Route Option 2W crosses a high risk flood zone area associated the Nant Hor South of the A485. The area is <50m wide so is therefore avoidable.	Link 2a does not cross any Main Rivers.	Link 2b does not cross any Main Rivers.	No preference.
	Ordinary Waterbodies/ Watercourses	Route Option 2E crosses Ordinary Watercourses associated with high risk flood	Route Option 2C crosses Ordinary Watercourses associated with high risk flood	Route Option 2W crosses Ordinary Watercourses associated with high risk flood	Link 2a does not cross any Ordinary Watercourses.	Link 2b only crosses one Ordinary Watercourse which is not	Route Option 2E is preferred because it contains the narrowest widths

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
		zone areas including the Nant Eiddig, Nant Hor and Afon Duar. These areas are <50m wide and are therefore avoidable.	zone areas including the Afon Duar, Nant Hust and Nant Ceiliog. These areas are <60m wide and are therefore avoidable.	zone areas including the Afon Duar, Nant Hust, Nant Iâr and Nant Ceiliog. The largest of these areas has a maximum width of 150m and is therefore avoidable.		associated with a high risk flood zone.	of high risk flood zone.
	Peat	No peatland is present within Route Options 2E, 2C, 2W, Link 2a and Link 2b.					No preference.
	Regionally Important Geodiversity Sites	No Regionally Important Geodiversity Sites are present within Route Options 2E, 2C, 2W, Link 2a and Link 2b.					No preference.
	Local Authority Mineral Consultation Areas and Mineral Protection Areas	With the exception of short sections, all routes fall within an Aggregate Safeguarding Area. The southern section of 2W and 2E skirt around the Aggregate Safeguarding Area, indicating that these routes would traverse across a lesser amount of mineral deposits compared with 2C.	Falls wholly within an Aggregate Safeguarding Area	Falls partly within an Aggregate Safeguarding Area			No preference. Both routes traverse across similar amount of mineral deposits.
	Restored Opencast Mining Sites/	No Restored Opencast Mining Sites/Mining Spoil Heaps are present within Route Options 2E, 2C, 2W, Link 2a and Link 2b.					No preference.

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
	Mining Spoil Heaps						
	Geological Conservation Review Sites	No Geological Conservation Review Sites are present within Route Options 2E, 2C, 2W, Link 2a and Link 2b.					No preference.
	Coal Mining Reporting Areas/Coal Mining Mine Entries	No Coal Mining Reporting Areas or Coal Mining Mine Entries are present within Route Options 2E, 2C, 2W, Link 2a and Link 2b.					No preference.
	Abandoned Mines	No Abandoned Mines are present within Route Options 2E, 2C, 2W, Link 2a and Link 2b.					No preference.
	Artificial Ground	No Artificial Ground is present within Route Options 2E, 2C, 2W, Link 2a and Link 2b.					No preference.
	Geoparks	No Geoparks are present within Route Options 2E, 2C, 2W, Link 2a and Link 2b.					No preference.
	Overall Preference for Hydrogeology, Hydrology and Geology	For Hydrogeology, Hydrology and Geology the preference is for Route Option 2E because crosses the smallest area of high risk flood zones associated with Ordinary Watercourses which can potentially be avoided in the detailed routeing stage.					

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
Forestry and Woodland	Ancient Woodland (Ancient Inventory)	There is approximately 1.92ha of Ancient Woodland within the proposed Route Option 2E. The Route Option has 5 small localised areas of Ancient Woodland made up of Ancient Semi Natural, Restored Ancient Woodland and Other Ancient woodland. These areas can be avoided at the route alignment stage. Southeast of Aber-Giar there are two pockets of Ancient Woodland situated within 150m of one another that would require attention at the route alignment stage.	There is approximately 7.66ha of Ancient Woodland within the proposed Route Option made up of Ancient Semi Natural and Restored Ancient Woodland. The Ancient Woodland is generally split into small pockets which can be avoided. However, an area of restored and unknown woodland north of Ty Mawr crosses the width of the corridor and cannot be avoided.	There is approximately 4.24ha of Ancient Woodland made up of Ancient Semi Natural and Restored Ancient Woodland. All three areas Ancient Woodland cross the width of the corridor and therefore cannot be avoided, however they could potentially be spanned.	There is no Ancient Woodland within this Link.	There is no Ancient Woodland within this Link.	The preference would be for Route Option 2E as it has minimal Ancient Woodland.

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
	Commercial Conifer and Other Woodlands (National Forest Inventory)	There is approximately 9.8ha of broadleaf and felled woodland within the proposed Route Option. The woodland is broken into localised regions across the Route Option. In two areas, broadleaf woodland crosses the width of the route corridor, once east of Pencarreg and east of Maesycrugiau. These areas cannot be avoided.	There is approximately 12.45ha of broadleaf, mixed mainly broadleaf and young trees within the proposed Route Option. The areas of woodland cover the entire or almost the whole width of the Route Option and therefore cannot be avoided.	There is approximately 16.35ha of broadleaf, young trees and mixed mainly broadleaf woodland within the proposed Route Option. Woodland crosses the corridor width at many different points and cannot be avoided through route alignment stage.	There is approximately 0.3ha of broadleaf and mixed mainly broadleaf woodland within the proposed Route Option. The areas are localised to the northern and southern areas of the Link option and can easily be avoided at the route alignment stage.	There is approximately 1.4ha of broadleaf woodland in the Link option. The woodland crosses through the central points of the Link but could be avoided at the route alignment stage.	There is a preference for Route Option 2E as it contains the least woodland and the areas are generally small and localised therefore they can be spanned at route alignment stage.
	Overall Preference for Forestry and Woodland	The overall preference is Route Option 2E , although Route Option 2E and Link 2b and Route Option 2C are suitable alternatives as this combination would cross the least amount of total woodland (Inventory and Ancient).					

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
Land Use	Committed Development (Consented and Undetermined Planning Applications)	No committed development is identified within this route	One undetermined development for a temporary agricultural dwelling is partially located within route 2W and 2C. This can be avoided through detailed design. The site location plan for a single wind turbine development is located within route 2W and 2C however the location of the turbine itself is not located within the route option and the permission is assumed to have lapsed (noting the age of the permission – 2017 - and no evidence of the pre-commencement conditions being discharged).		No committed development is identified within this link.	No committed development is identified within this link.	Route Option 2E is preferred as there are no committed developments located within this route option.
	Local Development Plan (LDP) Allocations/ Green Space	The adopted development limit of Llanybydder village and employment allocation of Ty Mawr Industrial Estate are partially located within this route option however, could be avoided at detailed design.	There are no Carmarthenshire LDP allocations (adopted or emerging) present within these route options.	The emerging development limit of the village of Aber-Giar is partially located within this route option. However, could be avoided at detailed design.	There are no Carmarthenshire LDP allocations (adopted or emerging) present within these link options.		Route Option 2C is preferred as there are no existing or emerging LDP allocations located within this route option.
	Best and Most Versatile (BMV)	Route Option 2E contains no BMV Agricultural Land.	Route Option 2C contains no BMV Agricultural Land.	The proposed Route Option contains 34ha of BMV Agricultural	There is no BMV Agricultural Land within the proposed Link.	There is no BMV Agricultural Land within the proposed Link.	There is a preference for Route Option 2E or Route

Topic	Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference
	Agricultural Land.			Land in the southern portion of the Route Option (for an approx. 2 km stretch). These areas mainly cover the entire width of the route corridor in these areas and cannot be avoided.			Option 2C as neither contain BMV Agricultural Land.
	Registered Common Land	There is no Registered Common Land within Route Options 2E, 2C, 2W, Link 2a and Link 2b.					No preference.
	Overall Preference for Land Use	There is a slight preference for Route Option 2E as there are no committed developments located within this route option, and no BMV Agricultural Land.					
Overall Emerging Preference:		Overall, on balance there is a slight preference for Route Option 2E in the north, switching to the shared Route Option 2W/2C in the central section where all three route options converge, and finishing along Route Option 2W in the south. This option is preferred on balance in relation to landscape and visual (for the northern and central sections), and cultural heritage (for the southern section). However, effects on woodland and flood risk will form key considerations at the detailed routeing stage.					

Environmental Appraisal Table for Route Option Section 3 - Llanllwni to Alltwalis

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
Approximate	N/A	9.1km	9.4km	1.3km	1.7km	0.8km	2.5km	

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
Length of Route Option								
Biodiversity	Special Area of Conservation (SAC)	Route Option 3E is within 500m of Afon Teifi SAC. The Route Option crosses a tributary associated with the SAC however this could be avoided through spanning at the route alignment stage.	Route Option 3W crosses the Afon Teifi SAC. However, this could be avoided through spanning at the route alignment stage.	Link 3a is within 100 m of Afon Teifi SAC. The Link crosses a tributary associated with the SAC just upstream of the SAC boundary however this could be avoided through spanning at the route alignment stage.	Link 3b runs along a watercourse associated with the Afon Teifi SAC within the SAC boundary. However this could be avoided through spanning at the route alignment stage.	Link 3c crosses a tributary of the Afon Teifi SAC. However this could be avoided through spanning at the route alignment stage.	Link 3d is within 1 km of Afon Teifi SAC.	The preference is for Route Option 3E as it does not directly impact the SAC, or alternatively Route Option 3W via Link 3a and Link 3c which would avoid the SAC.
	Sites of Special Scientific Interest (SSSI)	Route Option 3E is within 1.5 km of Afon Teifi SSSI.	Route Option 3W crosses the Afon Teifi SSSI however this could be avoided through spanning at the route alignment stage.	Link 3a is within 100m of and crosses a tributary of Afon Teifi SSSI however this could be avoided through spanning at the route alignment stage.	Link 3b runs along a watercourse associated with the Afon Teifi SSSI, a section of which is within the SSSI boundary. However this could be avoided through spanning at the	Link 3c is within 500m of Afon Teifi SSSI	No SSSIs within 2 km	The preference is for Route Option 3E as it does not directly impact the SSSI, or alternatively Route Option 3W via Link 3a and Link 3c which would avoid the SAC.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
					route alignment stage.			
	Wildlife Reserves	No wildlife reserves within 2km.	No wildlife reserves within 2km.	No wildlife reserves within 2km.	No wildlife reserves within 2km.	No wildlife reserves within 2km.	No wildlife reserves within 2km.	No preference.
	Local Wildlife Sites	There are no Local Wildlife Sites designated within Carmarthenshire County.						No preference.
	Environment (Wales) Act 2016 Priority Habitats	Route Option 3E crosses several areas of Purple Moor Grass and Rush Pastures, Lowland Fens and Reedbeds and Lowland Dry Acid Grassland priority habitat. The total area of priority habitat is approximately 5.1 ha. There is potential to avoid / span	Route Option 3W crosses several areas of Purple Moor Grass and Rush Pastures priority habitat. The total area of priority habitat is approximately 4.6 ha. There is potential to avoid / span these areas to avoid impacts.	There are no areas of priority habitat within Link 3a.	There are several areas of Purple Moor Grass and Rush Pastures, Lowland Fens and Reedbeds and Lowland Heathland priority habitat within Link 3b. The total area of priority habitat is approximately 3.2 ha. There is potential to avoid / span these areas to avoid impacts.	There are no areas of priority habitat within Link 3c.	There are two small areas of Purple Moor Grass and Rush Pastures priority habitat within Link 3d. The total area of priority habitat is approximately 0.2 ha. There is potential to avoid / span these areas to avoid impacts.	There is a slight preference for Route Option 3E as the individual areas of priority habitat are smaller and easier to avoid / span.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
		these areas to avoid impacts.						
	Overall Preference for Biodiversity	The overall preference for Biodiversity is for Route Option 3E as it does not directly impact a designated site and there are smaller areas of priority habitat present.						
Landscape and Visual Amenity	National Parks	The western edge of Brecon Beacons National Park is 21km+ from the corridor and there would be no impacts on the Special Qualities of the National Park.						No preference.
	Locally Designated Landscapes (Special Landscape Areas – SLA)	All sections are outside, and not in close proximity to, SLA for their full length. An exception is the northern 1.2km of Route Option 3E which ranges between 400m and 900m of Llanllwni Mountain SLA.						Very slight preference for Route Option 3W at the northern end of the Route Options, due to distance from Llanllwni Mountain SLA.
	LANDMAP Visual & Sensory	There are no areas evaluated as 'Outstanding'; with five separate areas evaluated as 'High' totalling 6.7km.	There are no areas evaluated as 'Outstanding'; with four separate areas evaluated as 'High' totalling 2.3km.	Link is entirely in landscape evaluated as 'High'.	Eastern 970m (approx. 68%) of Link is in landscape evaluated as 'High'.	Eastern 308m (approx. 56%) of Link is in landscape evaluated as 'High'.	Northern 535m (approx. 28%) of Link is in landscape evaluated as 'High'.	Preference is for Route Option 3W as it has the shortest overall length in landscape evaluated as High or above; and is further away from the higher valued

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
								landscape to the east.
	LANDMAP Habitats	There are no areas evaluated as 'Outstanding' or 'High'.						No preference.
	LANDMAP Geology	The southern 1.2km is in landscape evaluated as 'Outstanding', associated with Nant Alltwalis watercourse. A further 2.28km in the centre of the Route Option is evaluated as 'High'.	The southern 100m only is in landscape evaluated as 'Outstanding', associated with Nant Alltwalis watercourse. There are no areas evaluated as 'High'.	There are no areas evaluated as 'Outstanding' or 'High' in any of the links.				Preference if for Route Option 3W as it has the shortest overall length in landscape.
	LANDMAP Historical	All Route Options are in a landscape evaluated as 'High' except for approx. 200m at the northern end of Route Option 3E which is evaluated as 'Outstanding'.						No Preference.
	LANDMAP Summary	For landscape and visual amenity, the greatest weight is given to LANDMAP Visual & Sensory.						Preference is for Route Option 3W as it has the shortest overall length in landscape evaluated as

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
								High or above for V&S.
	Landscape Character (National Landscape Character Area – NLCA)	NLCA40 Teifi Valley - The valley is predominantly rural and enclosed for agriculture. There are a wide variety of field sizes and areas with thick hedgerows, mainly enclosing pastures. For much of its length this area is a broad sweeping vale with the river mainly incised further into an inner, more intimate, valley within, often hidden from the wider view. The slopes of the wider valley rise gradually to the adjacent upland of the Cambrian Mountains. NLCA21 Cambrian Mountains - The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an extensive and tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the area. NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main Route Options are 'through' rather than 'to' this area. The area has gentle rolling uplands and sheltered, wooded valleys with regular pasture fields. Almost all the land is farmland, enclosed with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number of ridges and valleys created by numerous watercourses create attractive views. The Route Options are at the conjunction of the three NLCA Teifi Valley, Cambrian Mountains and Pembroke and Carmarthen Foothills. The northern half of Route Option 3E broadly follows the boundary between NLCA40 Teifi Valley and NLCA21 Cambrian Mountains, crossing between them several times; before entering NLCA42 Pembroke and Carmarthen Foothills and running within the eastern boundary of this NLCA and adjacent to NLCA21 Cambrian Mountains. The northern 770m of Route Option 3W is within NLCA40 Teifi Valley, the next 3.56km with NLCA21 Cambrian Mountains and the remainder within NLCA42 Pembroke and Carmarthen Foothills. All four Links also cross the different NLCA despite their relatively short lengths.						There is a slight preference for Route Option 3W as this is further from the three villages of New Inn, Gwyddgrug and Alltwalis; and also, potentially less visible from the wider area.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
		All Route Options cross a similar undulating rural landscape with narrow watercourses; and hedgerows and woodland belts which filter views; looked over by the higher ground to the east. There are no large settlements close to these Route Options, though the villages of New Inn and Gwyddgrug are located between the main Route Options, though slightly closer to Route Option 3E; and the settlement of Pencader is 800m west of Route Option 3W. At the south of the section the village of Alltwalis is located in the middle of the Route Options, though again closer to Route Option 3E. A short section of Route Option 3E crosses slightly higher ground at the western edge of Brechfa Windfarm.						
	Residential Visual Amenity (based on 150m buffer zone from property addresses)	Route Option 3E is within the 150m buffer for approximately 50 properties, of which six are in the corridor. Almost all these properties are located in the village of New Inn which the Route Option passes to the east of.	Route Option 3W is within the 150m buffer for approximately 38 properties, of which six are in the corridor. The properties within the residential buffer zones are broadly spread out along the route corridor.	The Link is within the 150m buffer for 13 properties of which four are in the Link.	The Link is within the 150m buffer for 13 properties of which four are in the Link.	The Link is within the 150m buffer for four properties.	The Link is within the 150m buffer for nine properties of which one is in the Link.	For Route Option 3E and Route Option 3W as stand-alone route options there is no preference, whilst Route Option 3E passes through the buffer of more properties, these are almost all located around the village of New Inn. The overall preference would be the north of Route Option 3E,

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
								Link 3c , centre of Route Option 3W , Link 3d and south of Route Option 3E , as this route option would go within the 150m buffer for approximately 29 properties, of which two are in the corridor.
	Views from recreational receptors including tourist attractions and Public Right of Way (PRoW)	Route Option crosses nine PRoW, with a heavier focus at the southern end of the Route Option around Alltwalis.	Route Option crosses seven PRoW, one of which is within the corridor for approximately 630m.	Link crosses two PRoW.	One PRoW is adjacent to the boundary of the Link for 750m.	Link crosses one PRoW.	Link crosses one PRoW.	No preference.
	Views from transport corridors	The A485 runs between the two main Route Options for their full length, where it is generally (but not always) closer to Route Option 3E. All four Link options cross the A485.						No preference.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
		Crosses six local roads.	Crosses the B4336, B459 and five local roads.	Crosses the A485 and B4336.	Crosses the A485 only.	Crosses the A485 only.	Link crosses the A485 and one local road.	All options would be visible to road users in the study area.
	Visual – other factors	Brechfa Windfarm is located on the higher ground to the east of the southern end of Route Option 3E. Existing 132kV overhead line (OHL) crosses both main Route Options at the north and south. Link 3b follows the route of an existing wood pole 132kV OHL.						No preference. Link 3b should be avoided.
	Overall Preference for Landscape and Visual Amenity	For landscape and visual amenity, the preference is for Route Option 3W as it is further from the Llanllwni Mountain SLA, has the shortest overall length in landscape evaluated as High or above for LANDMAP Visual & Sensory and is further away from the settlements of New Inn, Gwyddgrug and Alltwalis. If the northern connection point is with Route 2C/2E, Link 3c should be used to connect to Route Option 3W. If the southern connection point is Route Option 4E, Link 3d should be used to connect to Route Option 3E.						
Cultural Heritage	Scheduled Monuments (SM)	No SMs are within the Route Option. The Route Option is located on the eastern slope of the Tyweli River Valley. Within approximately 2 m to the east of the Route Option, on Brechfa Forest high ground and Llanllwni Mountain above the	No SMs are within the Route Option. The Route Option is located on the eastern slope of the Tyweli River Valley. Within approximately 2.5km to the east of the Route Option, on Brechfa Forest high ground and Llanllwni Mountain	No SMs are within the link. The link runs across the Tyweli River Valley. Within approximately 2 km to the east of the link, on Brechfa Forest high ground and Llanllwni Mountain above the Tyweli valley, are a series of round barrows, likely dated to	No SMs are within the link. The link is located on the eastern slope of the Tyweli River Valley. Within approximately 2 km to the east of the link, on Brechfa Forest high ground and Llanllwni Mountain above the Tyweli valley, are a series of	No SMs are within the link. The link is located on the eastern slope of the Tyweli River Valley. Within approximately 2 km to the east of the link, on Brechfa Forest high ground and Llanllwni Mountain above the Tyweli valley, are a series of	No SMs are within the link. The link is located on the eastern slope of the Tyweli River Valley. Within approximately 2 km to the east of the link, on Brechfa Forest high ground and Llanllwni Mountain above the Tyweli valley, are a series of	The preferred Route Option from the north is Route Option 3W > Link 3d > Route Option 3E . This avoids the OHL passing closely to the SMs. There is likely to be relatively minimal difference between the impact Route Options 3W and 3E would

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
		Tyweli valley, are a series of round barrows, likely dated to the Bronze Age, which lay over a length of 11km on a southwest to northeast alignment. There is a further concentration of round barrows approximately 4km to the west of the Route Option. As well as several isolated prehistoric ritual monuments. At a separation of 6km it is unlikely a visible relationship is present between the two concentrations of barrows, though this is	above the Tyweli valley, are a series of round barrows, likely dated to the Bronze Age, which lay over a length of 11km on a southwest to northeast alignment. At a separation of 6km it is unlikely a visible relationship is present between the two concentrations of barrows, though this is difficult to gauge from desk-based assessment. Within Tyweli Valley is a medieval Motte and Baily SM, and Motte and Ditch SM. The Motte and Ditch SM is approximately	the Bronze Age, which lay over a length of 11km on a southwest to northeast alignment.	round barrows, likely dated to the Bronze Age, which lay over a length of 11km on a southwest to northeast alignment.	round barrows, likely dated to the Bronze Age, which lay over a length of 11km on a southwest to northeast alignment.	round barrows, likely dated to the Bronze Age, which lay over a length of 11km on a southwest to northeast alignment.	have on the clusters of SM to the northeast and southwest.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
		difficult to gauge from desk-based assessment.	500m to the west. These defensive historic assets are likely to have been built to control travel along the Tyweli Valley. Development on the higher ground above the features is likely to be outside of the area of control and impact on the significance of these assets is not likely anticipated.					
	Listed Buildings (LB) - Grade I, II*, II	Two grade II listed farm buildings are located 1.7km along the Route Option from the north. Physical impacts on the LBs are likely to be possibly mitigated through design of route alignment and	No LBs are within the Route Option. The Route Option passes within 500m of seven Grade II LBs. Six do not have a wider setting that contributes to their significance. The Route Option passes	No LBs are within the link. There are no LBs within 500m of the link.	No LBs are within the link. The link passes within 500m of five Grade II LBs.	No LBs are within the link. There are three LBs within 150m of the link. Preferable to avoid this section of the link to minimise setting impacts to these two buildings and an additional close by LB	No LBs are within the link. The link passes within 500m of one Grade II LB. Development of the link is not anticipated to impact these LBs.	The preference is for Route Option 3W which avoids LBs the most, although it does pass closely to Grade II LB Blaenblodau Hall. Mitigation may be required.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
		tower placement. Preferable to avoid this section of the Route Option to minimise setting impacts to these two buildings and an additional close by LB within 50m of the Route Option.	within 40m of the Grade II Blaenblodau Hall. Direct physical impacts to potential archaeological remains associated with the grounds of the LB. Impact on the wider setting of the LB may be mitigated by the screened surroundings of the building. Within 500m of the Route Option, there are a further four Grade II LBs. None are anticipated to have a wider setting that contributes to their significance.			building within 50m of the link.		

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
	Conservation Areas (CA)	There are no CAs within the Route Option. There are no CAs within 5km of the Route Option.	There are no CAs within the Route Option. There are no CAs within 5km of the Route Option.	There are no CAs within the link. There are no CAs within 5km of the Route Option.	There are no CAs within the link. There are no CAs within 5km of the Route Option.	There are no CAs within the link . There are no CAs within 5km of the Route Option.	There are no CAs within the link. There are no CAs within 5km of the Route Option.	No preference.
	Historic Registered Parks and Gardens (RPG)	There are no RPGs within the Route Option. There is one RPG within 2km of the north of the Route Option. No designed views look towards the Route Option. Development of the Route Option is not anticipated to impact on the significance of the RPG.	There are no RPGs within the Route Option. There is one RPG within 2km of the north of the Route Option. No designed views look towards the Route Option. Development of the Route Option is not anticipated to impact on the significance of the RPG.	There are no RPGs within the link. There is one RPG within 2km of the north of the link. No designed views look towards the link. Development of the link is not anticipated to impact on the significance of the RPG.	There are no RPGs within the link. There is one RPG within 2km of the north of the link. No designed views look towards the link. Development of the link is not anticipated to impact on the significance of the RPG.	There are no RPGs within the link. There is one RPG within 2km of the north of the link. No designed views look towards the link. Development of the link is not anticipated to impact on the significance of the RPG.	There are no RPGs within the link. There are no RPGs within 5km of the link.	No preference.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
	Non-Designated Historic Assets	There are 8 Historic Environment Records (HER) assets within section 3E, dated to the Post-Medieval period. Of broad types industrial, domestic, and agricultural and subsistence.	There are 10 HER assets within section 3W, dated to the Bronze Age, Medieval, and Post-Medieval periods. Of broad classes agricultural and subsistence, religious ritual and funeral, water supply and drainage, transport, and industrial.	There are 4 HER assets within Link 3A dated to the Roman and Post-Medieval period. Of broad type transport and domestic. The HER notes the presence of a Roman road (between Carmarthen and Llanfair Clydogau) within Link 3a.	There are 5 HER assets within Link 3A, dated to the Bronze Age and Post-medieval period. Of broad classes domestic, transport, and industrial.	There is 1 HER asset within Link 3C, dated to the Roman period. of broad class transport. The HER notes the presence of a Roman road (between Carmarthen and Llanfair Clydogau) within Link 3a.	There is 1 HER asset within Link 3d, dated to the Posted-Medieval period. Of broad class domestic.	No preference.
	Overall Preference for Cultural Heritage	The preferred route option from a cultural heritage perspective would be Route Option 3W connecting via Link 3d to Route Option 3E . This Route Option best avoids planning constraints that may result from SM and LBs. The Route Option does pass within 50m of Grade II LB <i>Blaenblodau Hall</i> , though the LB appears to be well screened by trees, but further mitigation may still be required.						
Hydrology, Hydrogeology and Geology	Main Rivers - Flood Risk	Route Option 3E does not cross any Main Rivers.	Route Option 3W crosses a high risk flood zone area associated with the Afon Talog <90m wide. This area can be spanned	Link 3a crosses a high risk flood zone area associated with the Afon Talog <90m wide. This area can be spanned and is therefore avoidable.	Link 3b crosses a high risk flood zone area associated with the Afon Talog <90m wide. This area can be spanned and is therefore avoidable.	Link 3c does not cross any Main Rivers.	Link 3d does not cross any Main Rivers.	Slight preference for Route Option 3E as it does not cross any Main Rivers.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
			and is therefore avoidable.					
	Ordinary Waterbodies/ Watercourses	Route Option 3E crosses a number of Ordinary Watercourses associated with high risk flood zone areas. These areas are <70m wide and therefore can be spanned.	Route Option 3W crosses a number of Ordinary Watercourses associated with high risk flood zone areas including the Afon Gilwydeth and Afon Gwyddgrug. These areas are <50m wide and therefore can be spanned.	Link 3a crosses a high risk flood zone area associated with the Afon Talog however it is <90m wide and therefore can be spanned.	Link 3b crosses a high risk flood zone area associated with the Afon Talog. The Afon Talog runs parallel to this Link section along the northerly boundary. This high risk flood zone area is <150m wide and can largely be avoided.	Link 3c crosses a high risk flood zone area associated the Afon Gilwydeth south of Gwndwn. This area is <50m wide and therefore can be spanned.	Link 3d narrowly crosses a high flood risk zone area associated with the Afon Gwyddgrug north west of Gwyddgrug. This area can be spanned and avoided.	No preference. Multiple watercourses are crossed in each Route Option, however, the high risk flood zone areas are generally small in nature and can be spanned or avoided at the route alignment stage.
	Peat	No peatland is present within Route Options 3E, 3W, Link 3a, Link 3b, Link 3c and Link 3d.						No Preference.
	Regionally Important Geodiversity Sites	No Regionally Important Geodiversity Sites are present within Route Options 3E, 3W, Link 3a, Link 3b, Link 3c and Link 3d.						No preference.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
	Local Authority Mineral Consultation Areas and Mineral Protection Areas	Short sections of these route options are located within an Aggregate Safeguarding Area.			A small section of this link is located within an Aggregate Safeguarding Area.	The majority of this link is located within an Aggregate Safeguarding Area.	These links are not located within an Aggregate Safeguarding Area.	No preference. Route options 3W and 3E are of equal preference – both routes traverse across similar a amount of mineral deposits.
	Restored Opencast Mining Sites/ Mining Spoil Heaps	No Restored Opencast Mining Sites/Mining Spoil Heaps are present within Route Options 3E, 3W, Link 3a, Link 3b, Link 3c and Link 3d.						No Preference.
	Geological Conservation Review Sites	No Geological Conservation Review Sites are present within Route Options 3E, 3W, Link 3a, Link 3b, Link 3c and Link 3d.						No Preference.
	Coal Mining Reporting Areas/Coal Mining	No Coal Mining Reporting Areas/Coal Mining Mine Entries are present within Route Options 3E, 3W, Link 3a, Link 3b, Link 3c and Link 3d.						No preference.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
	Mine Entries							
	Abandoned Mines	No Abandoned Mines are present within Route Options 3E, 3W, Link 3a, Link 3b, Link 3c and Link 3d.						No preference.
	Artificial Ground	No Artificial Ground is present within Route Options 3E, 3W, Link 3a, Link 3b, Link 3c and Link 3d.						No preference.
	Geoparks	No Geoparks are present within Route Options 3E, 3W, Link 3a, Link 3b, Link 3c and Link 3d.						No preference.
	Overall Preference for Hydrogeology, Hydrology and Geology	For Hydrogeology, Hydrology and Geology there is a slight preference is for Route Option 3E because this Route Option crosses avoidable high risk flood zone areas associated with Ordinary Watercourses and none relating to Main Rivers.						
Forestry and Woodland	Ancient Woodland (Ancient Inventory)	There is approximately 5.76ha of restored Ancient Woodland, Ancient Semi-Natural	There is approximately 0.51ha of plantation on Ancient Woodland site in the proposed Route Option.	There is approximately 2.22ha of restored Ancient Woodland in the Link option. The	There is approximately 0.31ha of restored Ancient Woodland in this Link option. The	There is 0.2ha of an unknown category of Ancient Woodland in the Link option.	There is no Ancient Woodland in this Link option.	The preference is for Route Option 3W due to it having only one small localised area of Ancient Woodland.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
		Woodland and an area of plantation on Ancient Woodland site within the route corridor. There are three localised areas of Ancient Woodland; Ancient Woodland spans the entire Route Option south of Gwyddgrug and almost the entire width south of Gwndwn. These areas cannot be avoided.	The Ancient Woodland is localised in an area west of Alltwalis and can be avoided.	Ancient Woodland covers the width of the central region of the Link and therefore cannot be avoided.	woodland is concentrated to the north of the Link and can easily be avoided.			
	Commercial Conifer and Other Woodlands (National Forest Inventory)	There is approximately 7.93ha of broadleaf and mixed mainly conifer woodland. At three points the woodland crosses the width of the corridor; north	There is approximately 5.56ha of broadleaf, felled and mixed mainly conifer woodland in the Route Option. Many of the localised areas of	There is approximately 2.22ha of broadleaf woodland in the Link option. The broadleaf woodland covers the width of the central region	There is approximately 2.49 ha of broadleaf woodland in the Link option. The woodland is mainly concentrated to the northern side of the	There is no woodland within this Link.	There is 0.71ha of broadleaf woodland east of the Pencader Trading Estate. This area can be avoided at the route alignment stage.	The preference is for Route Option 3W as it covers less woodland.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
		of Alltwalis, south of Gwyddgrug and south of Llanllwni and cannot be avoided.	woodland can be avoided. Route alignment would be required to avoid the areas west of New Inn, west of Gwyddgrug and northwest of Alltwalis. An area of broadleaf woodland covers the width of the Route Option southeast of Pencader and cannot be avoided.	and therefore cannot be avoided.	Link and can be avoided at the route alignment stage.			
	Overall Preference for Forestry	The overall preference for forestry is Route Option 3W as the Route Option covers the least amount of woodland hectares and woodland is generally localised so areas can be avoided at the route alignment stage. Route Option 3W followed by Link 3d to join onto 3E to the south may also be acceptable, if subsequent Route Option 4E is selected in the next section. This alternative still minimises direct crossings of woodland however would require very detailed alignment planning north of Alltwalis.						
Land Use	Committed Development (Consented and Undetermined Planning)	There is one consented and partially delivered residential development (4 homes) located within the route option. This	There is one consented development located within this route option, changing the use of the land from agriculture	No committed development is located within this link.	No committed development is located within this link.	There is one consented developed located within this link involving the restoration of an existing building. No	There is one consented development located within this link – changing the use of an existing residential	No preference. Route 3W and 3E are of equal preference – minor committed developments

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
	Applications)	correlates with a housing allocation within the Carmarthenshire Local Development Plan. Other committed development relates to the permanent residential use of an existing agricultural dwelling. This committed development can be avoided by detailed design.	to a domestic garden. This committed development can be avoided by detailed design.			major changes are proposed and the existing building forms part of the land use baseline.	property to holiday lets. No major changes are proposed and the existing building forms part of the land use baseline.	are located within (or partially within) these routes and can be avoided through detailed design.
	Local Development Plan (LDP) Allocation	The development limit of the village of New Inn and housing allocation	There are no Carmarthenshire LDP allocations (adopted or emerging) present within	The development limit of the village of Cross Roads falls partially within this link. This	There are no Carmarthenshire LDP allocations (adopted or emerging) present within these links.			Route Option 3W is the preferred route, being least constrained by LDP considerations.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
	ns/Green Space	(SC20/h2) within the adopted Carmarthenshire LDP are partially located within this route option. The planning history for this allocation identifies permission for 4 homes. One of the homes is built, indicating the planning permission remains live (i.e. not lapsed) for the remaining homes to be built at a later time. This can be avoided by detailed design.	this route option.	can be avoided through detailed design.				
	Best and Most Versatile (BMV)	There is no BMV Agricultural Land within Route Options 3E, 3W, Link 3a, Link 3b, Link 3c and Link 3d.						No preference.

Topic	Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
	Agricultural Land							
	Registered Common Land	There is no Registered Common Land within Route Options 3E, 3W, Link 3a, Link 3b, Link 3c and Link 3d.						No preference.
	Overall Preference for Land Use	There is a slight preference for Route Option 3W , although both 3E and 3W are feasible. The housing allocation located partially within 3E can be addressed at detailed design.						
Overall Emerging Preference:		Overall, on balance there is a slight preference for Route Option 3W in the north, then use of Link 3d to connect to Route Option 3E in the south. This option is preferred in relation to landscape and visual and cultural heritage, and taking into account the preferred options of 2W at the southern end of Section 2, and 4E for Section 4. However, effects on biodiversity and woodland will form key considerations at the detailed routeing stage.						

Environmental Appraisal Table for Route Section 4 Alltwalis to Rhydargaeau

Topic	Consideration	Route Option 4E	Route Option 4W	Link 4a	Preference
Approximate Length of Route Option	N/A	3.9km	4.1km	0.8km	
Biodiversity	Special Area of Conservation (SAC)	No SACs within 2km.			No preference.

Topic	Consideration	Route Option 4E	Route Option 4W	Link 4a	Preference
	Sites of Special Scientific Interest (SSSI)	Within 1.1km of Pine Lodge Meadow SSSI. Within 2km of Mynydd Ystyfflau-Carn SSSI.	Within 1 km of Rhosydd Llanpumsaint SSSI.	No SSSIs within 2km.	No preference.
	Wildlife Reserves	There are no Wildlife Reserves within 2km.			No preference.
	Local Wildlife Sites	There are no Local Wildlife Sites designated within Carmarthenshire County.			No preference.
	Environment (Wales) Act 2016 Priority Habitats	Route Option 4E crosses a small area at the northern end and a large area at the southern end of Purple Moor Grass and Rush Pastures with marsh fritillary priority habitat. The total area of priority habitat is approximately 4.7 ha. There is potential to avoid / span these areas to avoid impacts.	Route Option 4W crosses several large areas of Purple Moor Grass and Rush Pastures priority habitat along the route. The total area of priority habitat is approximately 10.1 ha. There is potential to avoid / span these areas to avoid impacts.	Link 4a crosses a large area at the western end of Purple Moor Grass and Rush Pastures with marsh fritillary priority habitat. The total area of priority habitat is approximately 5.6 ha. This area is unavoidable for Link 4a.	The preference would be for Route Option 4E as there would be the least amount of impacted priority habitat.
	Overall Preference for Biodiversity	The overall preference for Biodiversity would be Route Option 4E as it impacts with the least amount of priority habitats.			

Topic	Consideration	Route Option 4E	Route Option 4W	Link 4a	Preference
Landscape and Visual Amenity	National Parks	The western edge of Brecon Beacons National Park is 19km+ from the corridor and there would be no impacts on the Special Qualities of the National Park.			No preference.
	Locally Designated Landscapes (Special Landscape Areas – SLA)	All sections are outside and not in close proximity to SLA for their full length.			No preference.
	LANDMAP Visual & Sensory	There are no areas evaluated as 'Outstanding'; with the full section evaluated as 'High' excluding the southern 250m of both routes.			No preference.
	LANDMAP Habitats	There are no areas evaluated as 'Outstanding'. The southern 350m of Route Option 4E is evaluated as 'High'.	There are no areas evaluated as 'Outstanding'. The southern 70m of Route Option 4W is evaluated as 'High'.	There are no areas evaluated as 'Outstanding'.	Slight preference for Route Option 4W.
	LANDMAP Geology	Five separate sections in strips across the route totalling approx. 1.5km evaluated as 'Outstanding' and a 1.3km area in the north evaluated as 'High'.	Three separate sections in strips across the route totalling approx. 3.2km evaluated as 'Outstanding'.	Link all within area evaluated as 'Outstanding'.	Preference for Route Option 4E as it has the shortest overall length in landscape evaluated as Outstanding.
	LANDMAP Historical	There are no areas evaluated as 'Outstanding' with the full section evaluated as 'High'.			No preference.
	LANDMAP Summary	For landscape and visual amenity the highest weight is given to LANDMAP Visual & Sensory.			No preference.

Topic	Consideration	Route Option 4E	Route Option 4W	Link 4a	Preference	
	Landscape Character (National Landscape Character Area – NLCA)	NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main routes are 'through' rather than 'to' this area. The area has gentle rolling uplands and sheltered, wooded valleys with regular pasture fields. Almost all the land is farmland, enclosed with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number of ridges and valleys, created by numerous watercourses create attractive views. NLCA21 Cambrian Mountains - The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms an extensive and tranquil area. Open moorland and areas of extensive coniferous forestry collectively cover much of the area.			Very slight preference for Route Option 4E to avoid locating along the Nant y Boncath (watercourse).	
		Route Option 4W and Link 4a are entirely within NLCA42 Pembroke and Carmarthen Foothills whilst Route Option 4E is predominantly in the same NLCA but an approx. 800m section towards the south is just within the boundary of NLCA21 Cambrian Mountains. All routes cross a similar undulating rural landscape with narrow watercourses, including the fall and rise in the landscape around the Afon Gwili which runs east to west through this section of the study area. In addition, Route Option 4W also follows the path of Nant y Boncath (watercourse) for a section. Both routes include hedgerows and woodland belts which filter views. There are no large settlements close to these routes, though the northern end of Rhydargaeau is located between the southern end of both routes and the village of Pontarsais is in the middle of both routes.				
	Residential Visual Amenity (based on 150m buffer zone from property addresses)	Due to the landscape and settlement pattern the route corridors must cross some residential buffers.	Route Option 4E is within the 150m buffer for approximately ten properties, of which one is in the corridor. The properties are fairly evenly distributed along the route.	Route Option 4W is within the 150m buffer for approximately 11 properties, of which three are in the corridor. The properties are focused around the central area of the line.	The link is within the 150m buffer for approximately seven properties, of which one is in the link.	Slight preference for Route Option 4E as fewer potential properties in close proximity to the line.

Topic	Consideration	Route Option 4E	Route Option 4W	Link 4a	Preference
	Views from recreational receptors including tourist attractions and Public Right of Way (PRoW)	Both routes are reasonably close to each other and are crossed by three PRoW and are likely to have similar impacts on any visitors to the area.			No preference.
	Views from transport corridors	The A485 runs between the two main Route Options for their full length, but within Route Option 4W for approx. 630m.			All options would be visible to road users in the study area, however there is a preference for Route Option 4E .
		Crosses three local roads.	Includes a section of the A485 and a section of the B4301 and crosses two local roads.	Crosses A485 only.	
	Visual – other factors	None.	Follows the route of an existing 132kV wood pole overhead line (OHL) except for very northern section.	Link follows the route of an existing 132kV wood pole OHL.	Preference is for Route Option 4E , as Route Option 4W contains OHL structure of a different type and proportion which would be visually incoherent (see Holford Rule 6).
	Overall Preference for Landscape and Visual Amenity	For landscape and visual amenity the preference is for Route Option 4E as it would avoid Nant y Boncath (watercourse), potentially impact fewer residential properties and road users and avoid visual confusion by not locating steel lattice towers close to an existing wood pole OHL.			

Topic	Consideration	Route Option 4E	Route Option 4W	Link 4a	Preference
Cultural Heritage	Scheduled Monuments (SM)	There are no SMs within the route. There are two round barrows and one Iron Age defence structure approximately 4 km to the west of the monument. No impact on the monuments is anticipated. There is a concentration of round barrows, likely dated to the Bronze Age, approximately 5 km to the northwest of the north end of the route. The route is likely to be outside of the landscape which contributes to the significance of the monument. Approximately 2.5 km to the east of the route is an isolated round barrow. Approximately 5 km to the east of the route is a line of round barrows. At this distance from the route impact on the setting of the monument is not considered likely.	There are no SMs within the route. There are two round barrows and one Iron Age defence structure approximately 3 km to the west of the monument. No impact on the monuments is anticipated. There is a concentration of round barrows, likely dated to the Bronze Age approximately 4 km to the northwest of the north end of the route. The route is likely to be outside of the landscape which contributes to the significance of the monument. A standing stone is located 2.2 km to the west of the route. No impact is anticipated.	There are no SMs within the route. There are two round barrows and one Iron Age defence structure approximately 4.5 km to the west of the monument. No impact on the monuments is anticipated. There is a concentration of round barrows, likely dated to the Bronze Age approximately 4 km to the northwest of the north end of the route. The route is likely to be outside the landscape which contributes to the significance of the monument.	No preference.
	Listed Buildings (LB) -Grade I, II*,II	There are no LBs within the route. There are four LBs within 3 km of the route. These are not anticipated to be impacted by development along the route.	There are no LBs within the route. There are five LBs within 3 km of the route. None have a wider setting that contributes towards their significance.	There are no LBs within the route. There are five LBs within approximately 5 km of the route. None have a wider setting that contributes towards their significance.	The preference is for Route Option 4W which is located the furthest from LBs.

Topic	Consideration	Route Option 4E	Route Option 4W	Link 4a	Preference
	Conservation Areas (CA)	There are no CAs within the route. There are no CAs within 5 km of the route.	There are no CAs within the route. There are no CAs within 5 km of the route.	There are no CAs within the route. There are no CAs within 5 km of the route.	No preference.
	Historic Registered Parks and Gardens (RPG)	There are no RPGs within the route. There are no RPGs within 5 km of the route.	There are no RPGs within the route. There are no RPGs within 5 km of the route.	There are no RPGs within the route. There are no RPGs within 5 km of the route.	No preference.
	Non-Designated Historic Assets	There are 3 Historic Environment Record (HER) assets within section 4E, dated to the Post-Medieval period. Of broad class agricultural and subsistence.	There are 10 assets within section 4W, dated to the Post-Medieval period. Of broad class industrial, transport, and domestic. The HER notes the presence of a Roman road (between Carmarthen and Llanfair Clydogau) within section 3a.	There are no HER assets within section 4A.	No preference.
	Overall Preference for Cultural Heritage	A preference would be for Route Option 4W which is located the furthest from the LBs within the Gwili Valley.			
Hydrology, Hydrogeology and Geology	Main Rivers - Flood Risk	Route Option 4E crosses a high risk flood zone area associated with the Afon Gwili northeast of Pontarsais. This area is <190m wide and therefore could be spanned.	Route Option 4W crosses a high risk flood zone area associated with the Afon Gwili northwest of Pontarsais. This area is <190m wide and therefore could be spanned.	Link 4a does not cross any Main Rivers.	Route Option 4E is preferred because it contains the smallest high risk flood zone areas which are likely avoidable during the route alignment stage.

Topic	Consideration	Route Option 4E	Route Option 4W	Link 4a	Preference
	Ordinary Waterbodies/ Watercourses	Route Option 4E crosses high risk flood zone areas associated with the Nant Corrwg and Nant Cwm-ceir southeast of Pontarsais. These areas are <100m wide and therefore can be spanned.	Route Option 4W crosses several Ordinary watercourses including the Nant Corrwg and Nant y Boncath west of Pontarsais. The high risk flood zone areas associated with these Ordinary Watercourses are <80m at its narrowest point and therefore could be spanned.	Link 4a does not cross any Ordinary Watercourses.	Route Option 4E is preferred because it contains the smallest high risk flood zone areas which are likely avoidable during the route alignment stage.
	Peat	There is no peatland within Route Option 4E.	There is approximately 0.5 ha of peatland within Route Option 4W. This area is minimal and can be avoided.	There is no peatland within Link 4a.	Route Option 4E is preferred because it does not contain any peatland.
	Regionally Important Geodiversity Sites	No Regionally Important Geodiversity Sites are present in Route Options 4E, 4W and Link 4a.			No preference.
	Local Authority Mineral Consultation Areas and Mineral Protection Areas	Two short sections of this route (approximately 0.2km and 0.7km each) are within a Safeguarded Aggregate Area	The southern section of this route (approximately 1.8km) is located within a Safeguarded Aggregate Area.	This link is not located within a Safeguarded Aggregate Area.	Route Option 4E is preferred as this route crosses the least amount of mineral deposits.
	Restored Opencast Mining Sites/ Mining Spoil Heaps	Route Options 4E, 4W and Link 4a do not contain any Restored Opencast Mining Sites/Mining Spoil Heaps.			No preference.

Topic	Consideration	Route Option 4E	Route Option 4W	Link 4a	Preference
	Geological Conservation Review Sites	No Geological Conservation Review Sites are present in Route Options 4E, 4W and Link 4a.			No preference.
	Coal Mining Reporting Areas/Coal Mining Mine Entries	No Coal Mining Reporting Areas/Coal Mining Mine Entries are present in Route Options 4E, 4W and Link 4a.			No preference.
	Abandoned Mines	No Abandoned Mines are present in Route Options 4E, 4W and Link 4a.			No preference.
	Artificial Ground	No Artificial Ground is present in Route Options 4E, 4W and Link 4a.			No preference.
	Geoparks	No Geoparks are present in Route Options 4E, 4W and Link 4a.			No preference.
	Overall Preference for Hydrogeology, Hydrology and Geology	For Hydrogeology, Hydrology and Geology the preference is for Route Option 4E because it has the smallest area of high risk flood zone which can likely be avoided during the route alignment stage. Route Option 4E also traverses across a smaller area of mineral deposits compared with Route Option 4W.			
Forestry	Ancient Woodland (Ancient Inventory)	There is approximately 1.55ha of Ancient Semi-Natural Woodland and plantation on Ancient Woodland site within the Route Option. The Ancient Woodland is in one region	There is a 0.06ha area of plantation on Ancient Woodland site west of Llanllawddog. This is concentrated on the western boundary of the Route Option and can	There is no Ancient Woodland in this link option.	The preference for Ancient Woodland is Route Option 4W . As the area of Ancient Woodland is extremely minimal and will be easily avoided at route alignment stage.

Topic	Consideration	Route Option 4E	Route Option 4W	Link 4a	Preference
		east of Pontarsais and covers the width of the corridor. This cannot be avoided.	easily be avoided at the route alignment stage.		
	Commercial Conifer and Other Woodlands (National Forest Inventory)	There is approximately 6.64ha of broadleaf and conifer woodland. Broadleaf woodland covers the width of the corridor at three points; west of Llanllawddog, north Pontarsais and south of Pontarsais. An area of broadleaf woodland also spans almost the entire width of the Route Option just north of the Afon Gwili. These areas cannot be avoided.	There is approximately 6.42ha of broadleaf, mixed mainly conifer and mixed mainly broadleaf woodland. At the very north of the Route Option, woodland covers the width of the Route Option and cannot be avoided. In other areas along the Route Option woodland is concentrated to the outer sides of the Route Option and can easily be avoided through route alignment stage.	There is no woodland in this link option.	The preference for other woodlands is Route Option 4W , as the route covers less woodland and offers more opportunity for avoidance.
	Overall Preference for Forestry	The overall preference for forestry is Route Option 4W as it crosses considerably less woodland and would only have to be crossed in one area at the north of the corridor.			
Land Use	Committed Development (Consented and Undetermined Planning Applications)	A residential development (7 units. Ref PL/00832)) which is pending consent is partially located within this option. This can be avoided by detailed design.	A change of land use from agriculture to an EV charging site is partially located within this route – This can be avoided by detailed design.	No committed development has been identified within this link.	Slight preference for Route Option 4W on the basis it is least physically constrained by committed development. Notwithstanding the above, all committed developments can be avoided through detailed design.

Topic	Consideration	Route Option 4E	Route Option 4W	Link 4a	Preference
	Committed Development (Consented and Undetermined Planning Applications)	No Local Development Plan (LDP) allocations or protected open spaces are identified along these routes.			No preference.
	Best and Most Versatile (BMV) Agricultural Land	There is no BMV Agricultural Land within the proposed Route Option.			No preference.
	Registered Common Land	There is no Registered Common Land within the proposed Route Option.			No preference.
	Overall Preference for Land Use	No preference.			
Overall Emerging Preference:		Overall, there is a preference for Route Option 4E . This option is preferred on balance in relation to landscape and visual, biodiversity and flood risk. However, effects on cultural heritage and woodland will form key considerations at the detailed routeing stage.			

Environmental Appraisal Table for Route Section 5 Rhydargaeau to Llandyfaelog

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
Approximate Length of	N/A	15.1km	14.9km	3.1km	

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
Route Option					
Biodiversity	Special Area of Conservation (SAC)	Route Option 5E crosses the Afon Tywi SAC which is designated for: • Twaite shad (<i>Alosa fallax</i>) • Otter (<i>Lutra lutra</i>) It is assumed that this would be spanned and so no direct impacts.	Route Option 5W crosses the Afon SAC. It is assumed that this would be spanned and so no direct impacts.	No SACs within 2km of Link 5a.	No preference.
	Sites of Special Scientific Interest (SSSI)	Route Option 5E crosses the Afon Tywi SSSI which is designated for its riverine and floodplain habitats which provide important habitats for birds, invertebrates, fish and otter. The Route Option also crosses Allt Penrycoed Stream Section SSSI which is designated for geological interest for its ecologically and stratigraphically significant fossils and sediments. The Route Option is within 1.1km of Pine Lodge Meadow SSSI.	Route Option 5W crosses the Afon Tywi SSSI. The Route Option is within 1 km of Rhosydd Llanpumsaint SSSI. The Route Option is within 2km of Mynydd Ystyfflau-Carn, Pine Lodge Meadow, Bishops Pond and Cae Cwm-tywyll SSSI.	No SSSIs within 2km of Link 5a.	The preference would be for Route Option 5W as it only crosses the one SSSI (Afon Tywi).

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
		The Route Option is within 2km of Mynydd Ystyfflau-Carn, Rhosydd – Llanpumsaint, Bishops Pond and Cae Cwm-tywyll SSSI.			
	Wildlife Reserves	There are no Wildlife Reserves within 2km.			No preference.
	Local Wildlife Sites	There are no Local Wildlife Sites designated in Carmarthenshire County.			No preference.
	Environment (Wales) Act 2016 Priority Habitats	Route Option 5E crosses several small areas of Purple Moor Grass and Rush Pastures priority habitats along the route corridor. The total area of priority habitat is approximately 8.2 ha. There is potential to avoid / span these areas to avoid impacts.	Route Option 5W crosses several small areas of Purple Moor Grass and Rush Pastures priority habitats along the route corridor. The total area of priority habitat is approximately 0.9 ha. There is potential to avoid / span these areas to avoid impacts.	Link 5a crosses several small areas of Purple Moor Grass and Rush Pastures priority habitats along Link 5a. The total area of priority habitat is approximately 1.7 ha. There is potential to avoid / span these areas to avoid impacts.	The preference would be for Route Option 5W as the areas of priority habitat are minimal and there are slightly more present within Option 5E.
	Overall Preference for Biodiversity	The overall Preference for Biodiversity is Route Option 5W as it only impacts one SSSI and it is associated with the smallest areas of priority habitats.			
Landscape and Visual Amenity	National Parks	The western edge of Brecon Beacons National Park is 19km+ from the corridor and there would be no impacts on the Special Qualities of the National Park.			No preference.

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
	Locally Designated Landscapes (Special Landscape Areas – SLA)	Tywi Valley SLA includes the entire river valley apart from the Tywi estuary which forms a part of the Carmarthen Bay and Estuaries SLA. The Tywi Valley SLA consists of the valley floor and associated slopes and includes a number of different landscapes. The valley includes woodland and hedgerows which should be retained where possible and also attractive views across the valley and towards the Brecon Beacons which should be protected if possible.			There is a very slight preference for Route Option 5W as it runs through the SLA for 460m less than Route Option 5E. In addition it is located at the very western edge of the SLA and on the eastern boundary of Carmarthen where impacts on the SLA would be less.
	3.87km (25% of the corridor length) is within Tywi Valley SLA.	3.41km (23% of the corridor length) is within Tywi Valley SLA.	Outside SLA.		
	LANDMAP Visual & Sensory	A central 3.9km section, focused around the Afon Tywi is evaluated as 'Outstanding'. 1.05km of the southern section of the Route Option is evaluated as 'High'.	A central 2.5km section, focused around the Afon Tywi, is evaluated as 'Outstanding' with a further 1km to the immediate north evaluated as 'High'. 1.05km of the southern section of the Route Option is evaluated as 'High'; in addition, a small 185m section at the north of the Route Option is also evaluated as 'High'.	No areas are evaluated as 'High' or above.	Preference for Route Option 5W as it has the shortest section within landscape evaluated as 'Outstanding' for visual and sensory.
	LANDMAP Habitats	There are no areas evaluated as 'Outstanding'. A central 5.91km section of landscape is evaluated as 'High'.	There are no areas evaluated as 'Outstanding'. The northern 1.1km, and a central 2.04km section of landscape are evaluated as 'High'.	No areas are evaluated as 'High' or above.	Preference for Route Option 5W as it has the shortest section within landscape evaluated as 'High' or above.
	LANDMAP Geology	Three areas, 120m in the north, 1.8km in the centre and 480m in the south are evaluated as 'Outstanding'.	Three areas, 1.5km in the north, 365m in the centre and 480m in the south are evaluated as 'Outstanding'. Further areas totalling	60m at the north of the link is 'Outstanding'; the remainder of the link is evaluated as 'High'.	Slight preference for Route Option 5E , as slightly less of the Route Option is in landscape evaluated as 'High'. Areas evaluated as

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
		Further areas totalling 2.7km in the north, 1.07km in the centre and 2.62km in the south are evaluated as 'High'.	4.3km in the north and 2.38km in the centre are evaluated as 'High'.		'Outstanding' are broadly the same.
	LANDMAP Historical	A central 1km section focused around the Afon Tywi and a further 1.7km section at the south of the Route Option are evaluated as 'Outstanding'. The remainder of the Route Option is evaluated as 'High'.	A central 1.36km section focused around the Afon Tywi and a further 1.7km section at the south of the Route Option are evaluated as 'Outstanding'. The remainder of the Route Option is evaluated as 'High'.	No areas are evaluated as 'High' or above.	A slight preference for Route Option 5E as it has a slightly shorter section within landscape evaluated as 'Outstanding'.
	LANDMAP Summary	For landscape and visual amenity the highest weight is given to LANDMAP Visual & Sensory.			Preference for Route Option 5W as it has the shortest section within landscape evaluated as 'Outstanding' for visual and sensory.

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
	Landscape Character (National Landscape Character Area – NLCA)	NLCA42 Pembroke and Carmarthen Foothills - There are no major towns in the area and the main Route Options are 'through' rather than 'to' this area. The area has gentle rolling uplands and sheltered wooded valleys with regular pasture fields. Just about all the land is farmland, enclosed with a variety of hedges and fences, interspersed with woods mainly on the steep slopes. A number of ridges and valleys created by numerous watercourses create attractive views. NLCA41 Tywi Valley - A lowland river valley on a wide but contained floodplain. There is a regular pattern of fields enclosed by hedgerows with many hedgerow trees. The valley is a green and fertile vale with a notably wide and active flood plain across which the river twists and contorts in places. Slopes dip down from the hills either side. The area is well settled and the A40 is a noticeable visual feature in the landscape. NLCA45 Taf, Tywi and Gwendraeth Estuaries - Much of the area is devoid of development with qualities of wildness and active coastal processes dominating. The coastal estuary areas can have a wild, rugged appearance with undulating. Sand dunes, windswept grasslands and scrub. The extensive estuary mud flats and sands form a smooth backdrop to this visually complex area. However, the section within the study area and corridor is on the adjacent pastoral land to the east of the Afon Tywi. NLCA33 Gwendraeth Vales - An area of rolling hills, ridges and minor valleys. The landscape is a complex network of small geometric fields surrounded by high hedgerows and small copses. A lowland area with many linear settlements along the criss-cross network of roads. The thick hedgerows and small or medium sized rectangular-shaped fields are notable. The northern 5km of both Route Options, and the link, are in NLCA42 Pembroke and Carmarthen Foothills; the central 4-5km of both Route Options are in NLCA41 Tywi Valley; and the southern 5-6km are in NLCA45 Taf, Tywi and Gwendraeth Estuaries with the exception of a short 500m section at the south of the Route Options which briefly enters NLCA33 Gwendraeth Vale.			Overall the landscape character is broadly the same for both Route Options, however there is slight preference for Route Option 5E as it further away from the settlements.

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
		Both Route Options cross a similar undulating rural landscape with hedgerow field boundaries and woodland. The Route Option would have to cross the flat valley of the Afon Tywi and the communication corridors connecting to the east of Carmarthen. Carmarthen is the largest settlement in the area, and Route Option 5W passes in close proximity to the town. In addition, the landscape includes a number of smaller settlements including Rhydargaeau, Bronwydd Arms, Peniel, Abergwili, Llangunnor and Cwmffrwd.			
	Residential Visual Amenity (based on 150m buffer zone from property addresses)	Due to the landscape and settlement pattern the route corridors must cross some residential buffers. Within this section of the study area the settlement pattern is particularly dense. Route Option 5E is within the 150m buffer for approximately 60-70 properties, of which four are in the corridor. The properties are fairly evenly distributed along the Route Option but there is a large linear grouping on Heol-y-Lan to the west of the Route Option at its southern end. Route Option 5W is within the 150m buffer for approximately 150-170 properties, of which seven are in the corridor. The properties are fairly evenly distributed along the Route Option but there is a large number within the buffer zones at Abergwili, and the linear groupings at Cwmffrwd and Heol-y-Lan to the west of the Route Option at its southern end. The link is within the 150m buffer for approximately 35-40 properties. The properties are focused around Rhydargaeau and the A485.			Preference is for Route Option 5E as there are fewer potential close proximity impacts on residential receptors.
	Views from recreational receptors including tourist attractions and Public Right of Way (PRoW)	Route crosses eight PRoW, and the Afon Tywi valley. There are holiday cottages and B&Bs along the Route Option.	Route crosses nine PRoW, and the Afon Tywi valley. The Route Option passes in close proximity to Gwili Steam Railway and a small holiday park at Llangunnor. There are holiday cottages and B&Bs along the Route Option.	Two PRoW cross the link.	Slight preference for Route Option 5E due to distance from the holiday park and other visitor attractions in Carmarthen.

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
	Views from transport corridors	Both Route Options cross the communication corridors into the east of Carmarthen including the A40, A48, B4300, B4309 and several local roads. In addition, Route Option 5W also crosses the A485. Both Route Options broadly parallel to the A485 in their northern sections.			No preference. Both Route Options would be visible to road users in the study area.
	Visual – other factors	The southern end would be in close proximity to the proposed Towy-Usk overhead line (OHL), however this is proposed as a steel lattice OHL.	Closer to urban landscape of Carmarthen. Includes approximately 2km of existing wood pole 132kV OHL which would be visually incoherent with a steel lattice OHL.	Includes existing wood pole 132kV OHL which would be visually incoherent with a steel lattice OHL.	No preference. Route Option 5W benefits from being closer to an existing urban centre but the Route Option already includes an existing wood pole OHL which would be visually incoherent.
	Overall Preference for Landscape and Visual Amenity	For landscape and visual amenity there is a slight preference for Route Option 5E . There are pros and cons to both Route Options, but ultimately Route Option 5E would potentially impact fewer residential properties than Route Option 5W and also fewer recreational receptors (including the holiday village at Llangunnor. In addition, there is the potential of creating visual confusion by routeing a steel lattice towers along the same route as an existing wood pole OHL.			
Cultural Heritage	Scheduled Monuments (SM)	There are no SMs long the Route Option. Outside of Carmarthen town there is one SM within 2 km of the Route Option. A prehistoric defensive enclosure. The Route Option is unlikely the impact on wider setting of the SM.	There is one SM within the Route Option. The Route Option passes over and adjacent to Merlin's Hill Hillfort. It would be preferable to avoid impact on this scheduled monument.	There are no SMs within the link. There are no SM within 2 km of the link.	The preference is for Route Option 5W . Route Option 5E passes over and adjacent to Merlin's Hill Hillfort SM.

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
	Listed Buildings (LB) - Grade I, II*, II	There are no LBs on the Route Option. There are over 300 LBs in Carmarthen 1.2 km to the west of the Route Option, including three Grade I LBs. The closest LBs to the Route Option comprise Grade II farm buildings approximately 130 m to the east of the Route Option and a Grade II* Mill 500 m to the east. Limited impact is anticipated on the wider setting of these LBs. All Grade I LBs are located within Carmarthen. These are not anticipated to be impacted by development along the Route Option.	There are no LBs on the Route Option. There are over 300 LBs in Carmarthen 3 km to the west of the Route Option, including three Grade I LBs. There are 13 LBs within 500 m of the Route Option. Four are anticipated to likely have wider settings that may include the Route Option. All Grade I LBs are located within Carmarthen. These are not anticipated to be impacted by development along the Route Option.	There are no LBs on the link. There are no LBs within 1 km of the link. All Grade I LBs are located within Carmarthen. These are not anticipated to be impacted by development along the link.	The preference is for Route Option 5E due to it passing closely to the fewest LBs.
	Conservation Areas (CA)	There are no CAs within the Route Option. There are no CAs within 5 km of the Route Option.	There are no CAs within the Route Option. There are no CAs within 5 km of the Route Option.	There are no CAs within the link. There are no CAs within 5 km of the link.	No preference.
	Historic Registered Parks and Gardens (RPG)	There are no RPGs along the Route Option. Bishop's Palace, Abergwili RPG is located approximately 800 m to the east of the Route Option. The monument holds significance for the historical interest of its nineteenth century woodland garden with its	There are no RPGs along the Route Option. Bishop's Palace, Abergwili RPG is located approximately 200 m to the east of the Route Option. The monument holds significance for the historical interest of its nineteenth century woodland garden with its	There are no RPGs along the link. There are no RPG within 5 km of the link.	The preference is for Route Option 5E which is furthest from the <i>Bishop's Palace, Abergwili</i> RPG.

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
		rich arboreal flora, on a site with a long history of landscape development around a religious establishment. There is, additionally, group value with the Grade II Listed former Bishop's Palace (LB 9383), entrance lodge (LB 81932), the walls of the enclosed garden (LB 81930), and the nearby Church of St David (LB 81928). Significant views are recorded from the northwest to the southeast of the garden and the northeast to the southwest. Views to the southeast may include the Route Option in the wider landscape.	rich arboreal flora, on a site with a long history of landscape development around a religious establishment. There is, additionally, group value with the Grade II Listed former Bishop's Palace (LB 9383), entrance lodge (LB 81932), the walls of the enclosed garden (LB 81930), and the nearby Church of St David (LB 81928). Significant views are recorded from the northwest to the southeast of the garden and the northeast to the southwest. These views may include the Route Option in the wider landscape.		
	Non - Designated Historic Assets	There are 23 Historic Environment Record (HER) assets within section 5E dated to the Bronze Age and Roman period. Of broad classes monument, water supply and drainage, transport, domestic, and religious ritual and funeral. The HER notes the presence of a possible Roman road within the section.	There are 38 HER assets within section 5W dated to the Bronze Age, Roman, Medieval, and Post-Medieval periods. Of broad classes monument, transport, water supply and drainage, domestic, and religious ritual and funeral. The HER notes the presence of a possible Roman road within the section	There is 1 HER asset within Link 5A dated to the Bronze Age. Of broad class industrial.	No preference.

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
	Overall Preference for Cultural Heritage	The preference is for Route Option 5W , although mitigation might be required to minimise the effects on the setting of LBs and RPG associated with Bishop's Palace, Abergwili. Route Option 5E is least preferred as it passes over and adjacent to Merlin's Hill Hillfort SM.			
Hydrology, Hydrogeology and Geology	Main Rivers – Flood Risk	Route Option 5E crosses high risk flood zone areas associated with the Afon Tywi and Nant Pibwr. Most notably, the area associated with the Afon Tywi southwest of Whitemill is >970m in width and is therefore unavoidable. The high risk flood zone area associated with the Nant Pibwr is <100m and so can be spanned.	Route Option 5W crosses high risk flood zone areas associated with the Afon Tywi. These areas extend down and across the entirety of the corridor from Glangwili down to Llangunnor and are >1700m long, making them unavoidable.	Link 5a does not cross any Main Rivers.	No preference. Both Route Option 5E and Route Option 5W cross high risk flood zone areas which are unavoidable.
	Ordinary Waterbodies / Watercourses	Route Option 5E crosses several Ordinary Watercourses which have high risk flood zone areas including the Nant Penycnwc northwest of Capel Gwyn, Nant Crychiau east of Peniel and Nant Cwmffrwd southeast of Cwmffrwd. The widest point of these high risk flood zone areas is <60m and therefore they can be avoided.	Route Option 5W crosses a number of Ordinary Watercourses which have high risk flood zone areas. Areas associated with the Nant Crychiau southeast of Glangwili and Nant Cwmffrwd southeast of Cwmffrwd are <60m in width and therefore can be avoided.	Link 5a crosses several watercourses however none of which are associated with high risk flood zone areas.	Route Option 5E is the preferred option as it has less high risk flood zone areas.

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
	Peat	Route Option 5E contains approximately 0.7 ha of peatland which can be avoided.	Route Option 5W contains approximately 5.6 ha of peatland situated northwest of the Rhydargaeau along the B4301 which may not be avoidable.	Link 5a does not contain any peatland.	Route Option 5E is preferred as it contains the smallest amount of peatland which can be avoided in the route alignment stage.
	Regionally Important Geodiversity Sites	Route Option 5E does not contain any Regionally Important Geodiversity Sites.	Route Option 5W does not contain any Regionally Important Geodiversity Sites.	Link 5a does not contain any Regionally Important Geodiversity Sites.	No preference.
	Geological Conservation Review Sites	Route Option 5E crosses the route option boundary of Allt Pen y Coed southwest of Nantycaws., however the site can be avoided.	Route Option 5W does not contain any Geological Conservation Review Sites.	Link 5a does not contain any Geological Conservation Review Sites.	Slight preference for Route Option 5W is preferred because it does not contain any Geological Conservation Review Sites, however this site could be avoided.
	Abandoned Mines Catalogue	Route Option 5E crosses an area mapped under the Abandoned Mines Catalogue; these are areas where there are records of historical mine workings. It may be possible to avoid areas of historical workings during tower spotting stage.	Route Option 5W crosses an area mapped under the Abandoned Mines Catalogue; these are areas where there are records of historical mine workings. It may be possible to avoid areas of historical workings during tower spotting stage.	Link 5a does not cross any areas with abandon mines present.	Route Option 5E is preferred as it has a smaller area of abandoned mines catalogue within the route option.
	Local Authority Mineral Consultation Areas and Mineral	A short section of this route is located within a Safeguarded Aggregate Area.	Areas to the north-east, east and south-east of Carmarthen, and in the vicinity of the A48 within this route are located within a Safeguarded Aggregate Area.	A short section of the link is located within a Safeguarded Aggregate Area.	Route Option 5E is preferred as this route traverses across the least amount of mineral deposits.

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
	Protection Areas				
	Coal Mining Reporting Areas/Coal Mining Mine Entries/Abandoned Mine Catalogue	No Coal Mining Reporting Areas/Coal Mining Mine Entries are present within Route Options 5E, 5W and Link 5a. There are areas within both Route Option 5E and 5W that are mapped under the Abandoned Mines Catalogue; these are areas where there are records of historical mine workings. It may be possible to avoid areas of historical workings during tower spotting stage.			No preference.
	Artificial Ground	No Artificial Ground is present within Route Options 5E, 5W and Link 5a.			No preference.
	Geoparks	No Geoparks are present within Route Options 5E, 5W and Link 5a.			No preference.
	Restored Opencast Mining Sites/ Mining Spoil Heaps	No Restored Opencast Mining Sites/ Mining Spoil Heaps are present within Route Option 5E, 5W and Link 5a.			No preference.
	Overall Preference for Hydrogeology, Hydrology and Geology	For Hydrogeology, Hydrology and Geology the preference is for Route Option 5E because there are less high risk flood zone areas present and the option encounters a smaller amount of peatland, mineral deposits and abandoned mine areas.			

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
Forestry and Woodland	Ancient Woodland (Ancient Inventory)	There is approximately 2.76ha of Ancient Semi-Natural Woodland, restored Ancient Woodland and a plantation on Ancient Woodland site within the Route Option. Ancient Woodland spans the width of the Route Option west of Whitemill and could not be avoided. Other localised areas of Ancient Woodland could be avoided through route alignment.	There is approximately 2.05ha of restored Ancient Woodland in the Route Option. Ancient Woodland spans the width of the Route Option north of Glangwili in two areas that are within 50m of one another and would need spanning together at the route alignment stage. Other small localised areas of woodland can be avoided route alignment stage.	No Ancient Woodland in the link.	Both Route Options require the crossing of Ancient Woodland. Route Option 5E is preferred as it presents more flexibility with regard to the route alignment stage.
	Commercial Conifer and Other Woodlands (National Forest Inventory)	There is approximately 15.37ha of broadleaf, felled and conifer woodland within the Route Option. The woodland crosses the width of the corridor east of Peniel, west of Whitemill, east of Cwmffrwd and south of Cwmffrwd, these areas cannot be avoided. Other wooded areas are split into localised areas and may be avoided at the route alignment stage.	There is approximately 11.71ha of broadleaf and conifer woodland within the Route Option. Areas northwest of Rhydargaeau, west of Peniel, northeast of Glangwili and southwest of Cwmffrwd present woodland that cross the entire or almost the entire width of the route corridor. Other small localised areas can easily be avoided at the route alignment stage.	There is 0.72ha of broadleaf woodland in this link option. Woodland west of Rhydargaeau will require attention at the route alignment stage to avoid crossing.	Both Route Options will require the crossing of a substantial amount of woodland. There is a slight preference for Route Option 5W but will require attention at the route alignment stage.
	Overall Preference for Forestry and Woodland	The preference for Forestry and Woodland is Route Option 5W as it crosses the least amount of hectares that are generally localised and would be easier to avoid at the at the route alignment stage.			

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
Land Use	Committed Development (Consented and Undetermined Planning Applications)	Three committed developments are located within this route however, these relate to an agricultural barn (with the barn itself located outside the route option), forestry works and a small scale workshop. None of these developments present a physical constraint to this route option.	No committed development is located within this route. A developed solar farm is located partly within the corridor (forming part of the Land Use baseline) and can be avoided by detailed design.	There are no committed developments located within this link. A developed single wind turbine is located within the corridor (forming part of the Land Use baseline) and can be avoided through detailed design.	No preference.
	Local Development Plan (LDP) Allocations/ Green Space	No allocations or protected open spaces are located within this route.	The development limit of a village falls within the edge of this option. This can be avoided through detailed design. Moreover, this route option traverses two protected open spaces (sports facilities) identified within the emerging Carmarthenshire LDP.	The development limit of a village partially falls within this link. This can be avoided through detailed design.	Route Option 5E is the preferred route noting that 5W traverses two open spaces which are to be protected by emerging policy PSD7 within the 2 nd Deposit Plan for Carmarthenshire.
	Best and Most Versatile (BMV) Agricultural Land	There is approximately 20.7ha of BMV Agricultural Land in the proposed Route Option. The proposed Route Option contains a localised area of BMV Agricultural Land between the A40 and north of the B4300. The extent of the BMV Agricultural Land including its extent across the entire width of the	The proposed Route Option contains 28.8ha of BMV Agricultural Land covering the entire width of the corridor north of the B4300 and east of Carmarthen. BMV Agricultural Land also covers most of the corridor from east Carmarthen to east Glangwili, apart from a very small area to the east of the Route Option. The	There is no BMV Agricultural Land within the proposed link option.	The preference for BMV Agricultural Land is Route Option 5E as it covers the smallest amount of BMV Agricultural Land that is more localised.

Topic	Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
		corridor means that it is unavoidable.	extent and width of the BMV Agricultural Land is unavoidable for the route corridor.		
	Registered Common Land	There is no Registered Common Land within the proposed Route Options.			No preference.
	Overall Preference for Land Use	For land use the preference is Route Option 5E given that 5W traverses two areas of protected open space.			
Overall Emerging Preference:		Overall, on balance Route Option 5E is the preferred route option in relation to Landscape and Visual, Hydrogeology, Hydrology and Geology and Land Use, when also considering the preference for an eastern corridor in Section 4 (4E) and the southern end of Section 3 (3E). However, effects on the setting of cultural heritage features as well as minimising loss of woodland will form key considerations at the detailed routeing stage. Given that Route Option 5E passes directly adjacent to Merlin's Hill Hillfort SM, mitigation is expected to be required to address impacts on setting.			

APPENDIX F – ROUTE OPTION APPRAISAL

TECHNICAL REVIEW METHOD AND SCOPE

Design and Construction Considerations

A technical review of the route options has been undertaken and is summarised at Appendix G.

The technical review has taken account of the following considerations:

Access

A haul road could be required for the length of the route to allow plant, equipment and materials to be deployed in an efficient and economic manner. The potential for this will be considered as the Project develops through to the detailed design stage.

Access from the highway to the haul route, i.e. the site access points, is important to avoid excessive haul road trafficking and this access should be fairly frequent, (approximately every 4 kilometres in general).

Highway routes to the site access points should be capable of carrying large transport units and a large weight of material.

For the purpose of the technical review and in the absence of any access surveys at this stage of the Project, generally proximity to the existing A road network has been considered for each route option.

Major and complex crossings

To make a crossing of a major feature such as a railway line, large river, motorway or A-road, scaffolding is required either side of the feature with a net strung between the two scaffolds. The width of the scaffolding is relative to the width of the crossing. Therefore, it is more economical and efficient to position the crossing perpendicular to the feature to reduce the amount of scaffolding needed. The greater the angle of the crossing, the wider the netting will need to be, which requires wider scaffolding.

Some crossings require a minimum distance between the overhead line and the feature to be crossed, to ensure safe overhead clearance of, for example, gantries over a railway line. This is due to sagging of the overhead line due to the weight of the conductors. This is resolved by either placing the towers closer together, or by increasing the height of the two towers either side of the crossing.

For all major crossings along the route, the key considerations related to the need to minimise the amount of scaffolding required and avoid any increase in tower height.

Terrain

The terrain has been reviewed to determine any issues that may affect constructability such as steep slopes or land susceptible to flooding (based on Flood Zone 2 and 3).

Wind Turbines

A separation distance between overhead lines and turbines of three times the turbine's rotor diameter is desirable to avoid damage to the conductor from wind turbulence.

In the absence of consideration of wind turbulence, a separation distance of turbine tip height plus 10% would be recommended to manage risks related to the possibility of a turbine falling.

Woodland

For certain sections of the overhead line route it would be necessary to remove woodland to accommodate the access routes, tower foundations and to provide electrical clearance underneath the overhead line.

For access routes and clearance, grinding the stump/roots to just below ground level would suffice. However, this can lead to issues in the future as the remaining timber rots which leaves an uneven surface or could create a void which may cause injury to people or animals using the land.

For areas where tower foundations are to be constructed it would be necessary to remove the tree roots as far as possible.

Third Party Services

A detailed survey of the proposed routes is required to determine the presence of third-party utility services, which may need to be diverted or protected during the construction of the overhead line.

On the basis of currently available information and the key potential interactions between the OHL and other services, the present technical review has taken into account existing 132 kilovolt (kV) overhead lines and 33kV overhead lines only. The presence of other underground services, such as water mains and gas pipelines, is unknown at this stage. Underground services will be included in the detailed utilities survey to inform the placement of tower foundations and the routeing of any underground cables that may be required.

The minimum distance between overhead lines and underground services is determined by technical and safety constraints.

Cost

The cost of a project is directly related to the length of the proposed route alignment and the associated infrastructure required to deliver the project (e.g. support structures, access tracks, construction compounds). The cost of a project can also be affected by accessibility and the ground conditions where infrastructure is proposed to be located e.g. this could affect the construction methods, foundations required and access for maintenance. The technical considerations referenced above will therefore have implications on cost.

APPENDIX G - ROUTE OPTION APPRAISAL TECHNICAL REVIEW TABLES

Technical Appraisal Table for Route Section 1 Lan Fawr to Lampeter

Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference Technical
Approximate Length of Route Option	11.1km	10.9km	2.1km	
Access Access to the site roads from the public highway	Route Option 1E would be served by the A482 and A485 which cross into the southern portion of the route option. The B4343 and various minor roads cross the route option.	Route Option 1W would be served by the A482 and A485 and which cross the route option. The B4343 and various minor roads cross the route option.	Link 1a would be served by the A482 (which crosses Route Options 1W and 1E). The B4343 also crosses the link.	Technical preference would be Route Option 1E , which would take the route away from the floodplain to the southeast of Lampeter.
Major and complex crossings (e.g., railway lines, motorways, A-roads and large watercourses)	Crossing of the A482 and A485 required.	Crossing of the A482 required. Crossing of the Afon Teifi required.	Crossing of the Afon Teifi required.	The technical preference would be Route Option 1E to avoid crossing the Afon Teifi. The crossing of the Afon Teifi would be made as perpendicular as possible during tower spotting if the alternative route options were selected.

Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference Technical
Terrain (elevated areas, steep slopes, floodplain)	There are a number of small areas with slopes >22 degrees within Route Option 1E, including north east of Cellan. Some of these may be avoided at the route alignment stage. Part of the route option is located on the edge of higher terrain north east of Cellan. The highest terrain occurs at the northern end of the route corridor at the connection to Lan Fawr Energy Park. The route option crosses a number of areas of flood risk.	There are a number of small areas with slopes >22 degrees within Route Option 1W. Some of these may be avoided at the route alignment stage. The highest terrain occurs at the northern end of the route corridor at the connection to Lan Fawr Energy Park. Much of the northern portion of route option runs parallel, but to the west of, areas of flood risk associated with the Afon Teifi, as well as crossing this flood risk area. The majority of the route option south of Lampeter is within an area of flood risk.	No slopes >22 degrees within Link 1a. The link crosses an area of flood risk associated with the Afon Teifi.	No preference.
Existing OHL (132kV and 33kV)	Route Option 1E follows the alignment of an existing 33kV OHL for approximately 4 km and for a further 1 km (approx.) further south. A second 33kV OHL crosses the route option close to Lampeter substation which is located on the boundary of the route option. A second Lampeter substation is located within the route option from which a 132kV OHL runs to the east. The two Lampeter substations could be avoided at the route alignment	Route Option 1W crosses three existing 33kV OHLs all of which connect into Lampeter substation which is also located within the route option. The substation could be avoided at the route alignment stage. The proposed OHL would require crossings at all three existing 33kV OHLs.	Link 1a crosses one existing 33kV OHL to the east of Cellan Road. The proposed OHL link would require a crossing of the existing 33kV OHL.	No preference. Although the crossing of 33kV lines is not unusual, if possible the number should be reduced.

Consideration	Route Option 1E	Route Option 1W	Link 1a	Preference Technical
	stage. The proposed route option would require crossings of the 33kV OHL at a number of locations, as well as paralleling of sections of existing OHL.			
Woodland	The northern portion of the route option contains woodland which cannot be avoided. The route corridor contains other areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage. There is an area of woodland to the east Ram which may require some vegetation removal.	The northern portion of the route option contains woodland which cannot be avoided. The route corridor contains other areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage. There is an area of Ancient Woodland to the west of Llanfair-Fach which could be avoided at the route alignment stage.	Link 1a contains areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage.	No preference. The majority of woodland areas can be avoided at the route alignment stage.
Overall Technical Preference	Route Option 1E is preferred in order to avoid areas of floodplain for access and avoid the need to cross the Afon Teifi.			

Technical Appraisal Table for Route Option Section 2 Lampeter to Llanllwni

Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference Technical
Approximate Length of Route Option	12.7km	11.1km	11.8km	1.0km	1.2km	
Access	Route Option 2E would be served by the A482 and	Route Option 2C would be served by the A485 in	Route Option 2W would be served by the A485 which	No additional access considerations	No additional access considerations	Slight preference for Route Option 2E , due to

Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference Technical
Access to the site roads from the public highway	A485 in the north, and the A485 in the south. These A roads do not directly cross the route option. The B4337 crosses the route option in the central portion as well as various minor roads.	both the northern and southern portions of the corridor; this A road does not directly cross the route option but is adjacent to the route option at its northern end. The B4337 crosses the route option in the central portion, as well as various minor roads.	is adjacent to the route option at its northern and southern ends, and also crosses the route option. The B4337 crosses the route option in the central portion as well as various minor roads.	further to those raised in Route Options 2E, 2C and 2E.	further to those raised in Route Options 2E, 2C and 2E.	additional accessibility from A482
Major and complex crossings (e.g., railway lines, motorways, A-roads and large watercourses)	No crossing required.	No crossing required.	Crossing of the A485 required.	No crossing required.	No crossing required.	No preference.
Terrain (elevated areas, steep slopes, floodplain)	There are a number of small areas with slopes >22 degrees within Route Option 2E. Some of these may be avoided at the route alignment stage. Part of the route option is located on the edge of	There are a number of small areas with slopes >22 degrees within Route Option 2C. Some of these may not be avoidable at the route alignment stage. The route option crosses three	There are a number of small areas with slopes >22 degrees within Route Option 2W. Some of these may not be avoidable at the route alignment stage. The route option crosses three	There is a small area with slopes >22 degrees within Link 2a which could be avoided at the route alignment stage. There are no flood zones within the link.	There are two small areas with slopes >22 degrees within Link 2a. Some of these may be avoided at the route alignment stage. There are no flood zones within the link.	No preference. Route Option 2E avoids where possible slopes >22 degrees, however this would not be a significant differentiating factor if other route

Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference Technical
	higher terrain stretching to the east. The route option crosses two narrow linear areas of flood risk.	narrow linear areas of flood risk.	narrow linear areas of flood risk.			options are preferred.
Existing OHL (132kV and 33kV)	The northern portion of Route Option 2E contains an existing 132kV OHL, that generally follows the direction of the proposed route option for approximately 1.5 km. The southern most portion of Route Option 2E also follows a section of existing 132kV OHL (for approx. 600m). The route option crosses an existing 33kV OHL east of Pentrebach. The proposed route option will require the crossing of the 33kV OHL and	Route Option 2C follows the alignment of an existing 132kV OHL for approximately 8km. The proposed route option will also require paralleling of sections of the 132kV OHL.	Route option 2W follows the alignment of an existing 132kV OHL for approximately 3.5 km. The proposed route option would require paralleling of sections of the 132kV OHL.	There is no existing 132kV/33kV OHL infrastructure in the proposed link.	There is no existing 132kV/33kV OHL infrastructure in the proposed link.	Either Route Option 2C or Route Option 2W is preferred, to avoid 132kV and 33kV crossings, however, Route Option 2E is viable should other factors indicate a preference for it.

Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference Technical
	crossings of the 132kV OHL as well as paralleling of sections of existing OHL.					
Woodland	The northern portion of the route option contains woodland which cannot be avoided to the north of Nant Hor; an existing 132 kV OHL crosses through this woodland. The southern portion of the route option contains woodland which cannot be avoided to the north of Nant Ceiliog. The route corridor contains other numerous areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage. There are some areas of Ancient woodland within the route	There is an area of Ancient Woodland to the north of Ty Mawr which crosses the full extent of the route option. There is an area of woodland to the south of Ty Mawr which cannot be avoided; an existing 132 kV OHL crosses through this woodland. The route corridor contains other areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage.	There is an area of Ancient Woodland to the north of Ty Mawr which crosses the full extent of the route option. There is an area of woodland to the south of Ty Mawr which cannot be avoided; an existing 132 kV OHL crosses through this woodland. The route corridor contains other areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage. An area of Ancient Woodland crosses the full extent of the route option close to the	The route corridor contains areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage.	The route corridor contains areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage.	Route Option 2E is preferred. Route Option 2W is least preferred given the number of areas of Ancient Woodland. Links 2a and 2b contain no Ancient Woodland.

Consideration	Route Option 2E	Route Option 2C	Route Option 2W	Link 2a	Link 2b	Preference Technical
	option however these do not extend across the full width of the corridor.		southern end of the route option.			
Overall Technical Preference	Route Option 2E to 2W via the convergence of 2C with 2W or Link 2a , in order to avoid OHL crossings and woodland in southern section of 2E and to take advantage of the additional accessibility from the A482					

Technical Appraisal Table for Route Option Section 3 Llanllwni to Alltwalis

Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
Approximate Length of Route Option	9.1km	9.4km	1.3km	1.7km	0.8km	2.5km	
Access Access to the site roads from the public highway	Route Option 3E would be served by the A485 which crosses into the corridor, and runs generally parallel to the route option for much of its length. Various minor roads also cross the route option.	Route Option 3W would be served by the A485 which crosses into the corridor at the northern end close south of Llanllwni. The B4459 and various minor roads also cross the route option.	Link 3a would be served by the A485 which crosses the link.	Link 3b would be served by the A485 which crosses the link.	Link 3c would be served by the A485 which crosses the link.	Link 3d would be served by the A485 which crosses the link.	No preference.
Major and complex crossings (e.g.,	No crossing required.	No crossing required.	No crossing required.	Crossing of the A485 required.	Crossing of the A485 required.	Crossing of the A485 required.	No preference.

Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
railway lines, motorways, A-roads and large watercourses)				The crossing of the A485 would not be a major issue, if the crossing was made as perpendicular as possible at the tower spotting stage.	The crossing of the A485 would not be a major issue, if the crossing was made as perpendicular as possible at the tower spotting stage.	The crossing of the A485 would not be a major issue, if the crossing was made as perpendicular as possible at the tower spotting stage.	
Terrain (elevated areas, steep slopes, floodplain)	There are a number of small areas with slopes >22 degrees within Route Option 3E including areas associated with Ancient Woodland and other woodland particularly north of Alltwalis. Some of these may not be avoidable at the route alignment stage. The route option crosses two linear areas of flood risk including to the east of Alltwalis.	There are a number of small areas with slopes >22 degrees within Route Option 3W. Some of these may not be avoidable at the route alignment stage. The route option crosses three linear areas of flood risk.	There is a small area with slopes >22 degrees within Link 3a associated with Ancient Woodland. The slopes may be avoided at the route alignment stage. There is a small area of flood zone within the link.	There is a small area with slopes >22 degrees within Link 3b which could be avoided at the route alignment stage. There is a small area of flood zone within the link.	There are small areas with slopes >22 degrees within Link 3c which could be avoided at the route alignment stage. There is a small area of flood zone within the link which could be avoided at the route alignment stage.	There is a small area with slopes >22 degrees within Link 3b which could be avoided at the route alignment stage. There are no flood zones within the link.	No preference.

Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
Existing OHL (132kV and 33kV)	Route Option 3E crosses a 132kV OHL at two locations.	Route Option 3W will require the crossing of an existing 132kV OHL twice; once south of Gwarallt and again east west of Dolgran.	The proposed link will require the crossing of one 132kV OHL south of Gwarallt.	The proposed link follows the same alignment as an existing 132kV OHL for the length of the link.	The proposed link does not cross any existing 132kV/33kV OHL infrastructure.	The proposed link does not cross any existing 132kV/33kV OHL infrastructure.	The crossing of 2 x 132kV lines appears unavoidable, therefore no preference .
Woodland	There are a number of areas of woodland within the route option including areas of Ancient Woodland some of which cross the full extent of the route option. The route corridor contains other areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage.	The route corridor contains a number of areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage. There are two areas of Ancient woodland within the route option however they do not extent across the full extent of the corridor.	Link 3a crosses an area of Ancient Woodland.	Link 3b contains some linear woodland belts, some of which could be avoided at the route alignment stage.	Link 3c contains some linear woodland belts, some of which could be avoided at the route alignment stage.	Link 3d contains some linear woodland belts, some of which could be avoided at the route alignment stage.	Route Option 3W is preferred as there are fewer areas of Ancient Woodland.

Consideration	Route Option 3E	Route Option 3W	Link 3a	Link 3b	Link 3c	Link 3d	Preference
Overall Technical Preference	Route Option 3W is preferred, as it crosses fewer areas of Ancient Woodland. There is no route option preferences for the other technical constraints.						

Technical Appraisal Table for Section 4 Alltwalis to Rhydargaeau

Consideration	Route Option 4E	Route Option 4W	Link 4a	Preference
Approximate Length of Route Option	3.9km	4.1km	0.8km	
Access Access to the site roads from the public highway	Route Option 4E would be served by the A485 which runs generally parallel (but outside) the route option. Various minor roads cross the route option.	Route Option 4W would be served by the A485 which crosses into the route option and runs generally parallel to the route option. The B4301 and various minor roads cross the route option.	Link 4a would be served by the A485 which crosses the link.	No preference.
Major and complex crossings (e.g., railway lines, motorways, A-roads and large watercourses)	No crossing required.	No crossing required.	Crossing of the A485 required. Major crossings should be avoided where possible, but are not a particular issue as the crossing angle can be minimised during route alignment stage.	No preference.
Terrain (elevated areas, steep slopes, floodplain)	There are a number of areas with slopes >22 degrees within Route Option 4E particularly to the north of Pontarsais. Some of these may be	There are a small number of areas with slopes >22 degrees within Route Option 4W the majority of which could be avoided at the route alignment stage.	There is a small area with slopes >22 degrees within Link 4a which could be avoided at the route alignment stage.	Slight preference towards Route Option 4W given the reduced number of slopes >22 degrees.

Consideration	Route Option 4E	Route Option 4W	Link 4a	Preference
	avoided at the route alignment stage. The route option crosses three areas of flood risk.	The route option crosses a number of areas of flood risk particularly areas associated with the Afon Gwili.	There are no flood zones within the link.	
Existing OHL (132kV and 33kV)	Route Option 4E will require the crossing of an existing 132kV OHL south of Alltwalis.	An existing 132kV OHL follows a similar alignment to the proposed route option. The route option may require crossings of the existing 132kV OHL.	An existing 132kV OHL follows the alignment of the proposed link.	Route Option 4W is preferred if the 132kV can be avoided, otherwise no preference.
Woodland	Route Option 4E contains areas of woodland which cannot be avoided including areas north of south of the Afon Gwili. The route corridor contains other areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage.	The northern portion of Route Option 4W contains woodland which cannot be avoided. The route corridor contains other areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage.	Link 4a contains a number of areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage.	No preference.
Overall Technical Preference	Route Option 4W is preferred as it has few slopes greater than 22 degrees.			

Technical Appraisal Table for Route Section 5 Rhydargaeau to Llandyfaelog

Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
Approximate Length of Route Option	15.5km	14.9km	3.1km	

Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
Access Access to the site roads from the public highway	Route Option 5E would be served by the A485 in the north, and the A40, and A48 in the south. The B4300, B4309 and various minor roads also cross route option.	Route Option 5W would be served by the A485, A40 and A48. The B4300 and B4301, B4309 and various minor roads also cross route option.	Link 5a would be served by the A485 which crosses the link.	No preference.
Major and complex crossings (e.g., railway lines, motorways, A-roads and large watercourses)	Crossing of the A40 and A48 required. Crossing of the Afon Tywi required.	Crossing of the A485, A40 and A48 required. Crossing of the Afon Tywi required.	Crossing of the A485 required.	No preference.
Terrain (elevated areas, steep slopes, floodplain)	There are a number of areas with slopes >22 degrees within Route Option 5E, particularly to the west of White Mill. Some of these may be avoided at the route alignment stage. The route option crosses a number of narrow linear areas of flood risk as well as a larger area (approx. 1km wide) associated with the Afon Tywi.	There are a number of areas with slopes >22 degrees within Route Option 5W. Some of these may be avoided at the route alignment stage. The route option crosses a number of narrow linear areas of flood risk as well as a larger area (approx. 2km wide) associated with the Afon Tywi. There are areas of peat located in the norther portion of the route corridor.	There are small areas with slopes >22 degrees within Link 5a some of which could be avoided at the route alignment stage. There are no flood zones within Link 5a.	Route Option 5E is preferred as it has smaller areas of flood risk and is not peat affected.
Existing OHL (132kV and 33kV)	Route option 5E crosses an existing 33kV OHL north of the A48 and an existing 132kV OHL south of the A48. The 132kV OHL is also present at the southernly point of the	Route Option 5W follows the alignment of an existing 132kV OHLs for part of its route. This is the 132kV Brechfa Grid Connection which is underground for part of its route across the	Link 5a follows the alignment of an existing 132kV OHLs for part of its route.	No preference.

Consideration	Route Option 5E	Route Option 5W	Link 5a	Preference
	route option in the vicinity of the Carmarthen substation. The proposed Towy Usk 132kV OHL also converges with the route option on the approach to the Carmarthen substation.	Teifi Valley. The 132kV OHL is also present at the southernly point of the route option in the vicinity of the Carmarthen substation. The proposed Towy Usk 132kV OHL also converges with the route option on the approach to the Carmarthen substation.		
Woodland	There are a number of areas of woodland within the route option including areas of Ancient Woodland some of which cross the full extent of the route option, including west of White Mill. The route corridor contains other areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage.	The northern portion of the route option contains a large area of woodland however this could potentially be avoided. To the north of Abergwili there are two areas of Ancient Woodland which cross the full extent of the route option. There are other areas of woodland including associated with the Afon Tywi and Nant Cwmffrwd which cross the full extent of the route option. The route corridor contains other areas of woodland, some of which could be avoided at the route alignment stage.	Link 5a contains a number of areas of woodland, mainly linear woodland belts, some of which could be avoided at the route alignment stage.	No preference. Both routes seem unable to avoid Ancient Woodland.
Wind Turbines	No features present in this route option.	No features present in this route option.	One wind turbine is located in the link, north west of Rhydargaeau.	No preference. Link 5a will need to be routed to avoid a wind turbine.
Overall Technical Preference	Route Option 5E is preferred as it contains the smallest area of flood risk and is not peat affected.			

