GREEN GEN CYMRU

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TOWY USK GRID CONNECTION PROJECT

Routeing and Consultation Document – Stage Three Non-Statutory Consultation

Autumn 2026

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CHAPTER 1 – INTRODUCTION

1.0 BACKGROUND

1.0.0. Green Generation Energy Networks Cymru (Green GEN Cymru) proposes to construct a new 132 kV (132,000-volt) connection between the proposed Nant Mithil Energy Park, located approximately 9 kilometres east of Llandrindod Wells in Powys, to a proposed new National Grid substation (hereafter, the 'Llandyfaelog Substation'), south-east of Carmarthen. The proposals are referred to as the 'Towy Usk Grid Connection Project' (hereafter, 'the Project').

STAGE ONE CONSULTATION SPRING 2023

1.0.1. Green GEN Cymru published a Routeing and Consultation Document in March 2023 to inform and seek views on the routeing process and the identification of the **Preferred Route Corridor – Spring 2023**, which was consulted on during the first round of non-statutory consultation, with events held in March and April 2023[1].

STAGE TWO CONSULTATION SPRING 2024

1.0.2. A second round of non-statutory consultation was held between March and April 2024, which presented the Project in more detail, including the proposed overhead line alignment, preliminary tower positions and preliminary underground cable locations (hereafter, 'the **Draft Route Alignment – Spring 2024**'). Feedback received at the Stage One Non-Statutory Consultation Spring 2023 was used to develop the **Draft Route Alignment – Spring 2024** further. Green GEN Cymru published a Stage Two Non-Statutory Consultation Report in October 2026, alongside this Routeing and Consultation Document, which details the second phase of consultation and provides a summary of the feedback received, as well as Green GEN Cymru's responses.

STAGE THREE CONSULTATION AUTUMN 2026

1.0.3. Following the Stage Two Non-Statutory Consultation Spring 2024, Green GEN Cymru has continued to work with engineers, environmental specialists, consultees and land referencing agents to further refine the design of the Project, consider consultation feedback received and identify the route alignment presented in this document (hereafter 'the **Draft Route Alignment – Autumn 2026**').

1.0.4. This Routeing and Consultation Document – Stage Three Consultation is intended to inform the public and consultees of the changes made to the **Draft Route Alignment – Spring 2024** and to present the **Draft Route Alignment – Autumn 2026**. It provides an overview of the routeing work

[1] The Routeing and Consultation Document is available on the Green GEN Cymru website: https://greengencymru.com/wp-content/uploads/Routeing-and-Consultation-Document-Complete-Document.pdf

undertaken since the last phase of public consultation, describes the **Draft Route Alignment – Autumn 2026** and gives the reasons for its selection.

1.0.5. The **Draft Route Alignment – Autumn 2026** presented in this document forms the basis of this third round of non-statutory public consultation. Feedback from those consultation events, alongside the results of ongoing engineering and environmental assessments and stakeholder engagement, will be used to further refine the **Draft Route Alignment – Autumn 2026**. The refined draft route alignment will be assessed as part of the Environmental Impact Assessment and will underpin the assessment presented in the draft Environmental Statement prepared for the pre-application consultation. The final Environmental Statement, updated to take account of the outcomes of the pre-application consultation, will accompany the infrastructure consent application to Welsh Ministers under the Infrastructure (Wales) Act 2024.

1.0.6. Whilst this Routing and Consultation Document was initially based on a steel lattice tower solution, the design has subsequently been revised to adopt a monopole solution. This does not remove the requirement for the **Draft Route Alignment – Autumn 2026** to be fully reviewed and validated through the above process. The monopole has been developed to align, as far as practicable, with the key physical and operational characteristics of the tower arrangement, thereby maintaining existing routeing assumptions and spotting locations[2]. Notwithstanding this, the **Draft Route Alignment – Autumn 2026** will be subject to detailed engineering, environmental and consenting review through the next stage of design development to ensure that the selected corridor remains appropriate for the monopole solution and to identify any consequential amendments that may be required.

1.1 WHO IS GREEN GEN CYMRU?

1.1.0. Green GEN Cymru is proudly based in Wales and will design, build, and operate a new 132kV distribution network needed to unlock Wales's energy potential and meet the future needs of its people, communities and businesses. As an Independent Distribution Network Operator (IDNO), we are developing a new electricity network that will connect energy generation and create additional capacity to support growing electricity demand across Wales.

1.1.1. Green GEN Cymru's approach aligns with Future Wales: the national plan 2040 (Future Wales) and the Welsh Government's ambitions for unlocking renewable energy generation and achieving Net Zero in Wales. Our projects will also help provide the electricity infrastructure needed to support the wider electrification of Wales's economy, including homes, businesses, transport and industry. Green GEN Cymru will follow best practice in working with local communities throughout the development of its proposals, ensuring that communities have a strong voice in the process. Feedback

[2] The proposed position of an individual support structure, such as a tower, monopole or wood pole, along an overhead line route.

from communities, landowners and other stakeholders is an important part of how our projects are developed and refined.

1.1.2. Green GEN Cymru's proposals will assist in addressing key national priorities to contribute to decarbonisation, energy independence and climate-resilience and would become part of a more resilient network for the region – creating capacity to support local investment and providing for a future in which we all use more electricity. By investing in new network capacity, our projects can help unlock energy generation that is currently constrained by the existing electricity network, while creating capacity that can support future economic growth and new demand. The projects also represent a significant economic opportunity for Wales, supporting investment, supply-chain opportunities, skills and jobs nationally and locally. They will support the adoption of low carbon technologies in our homes and businesses, such as electric heating and charging points for domestic and agricultural electric vehicles.

1.1.3. Green GEN Cymru is also keen to work in partnership with the Welsh Government, Local Authorities, communities, landowners, businesses and the private sector to explore how others can use its infrastructure to the benefit of local communities in Wales. We want the network we are building to do more than connect individual generation projects: we are exploring opportunities for our infrastructure to support new customers, community energy, local economic development and Wales's longer-term electricity needs.

1.1.4. Green GEN Cymru is proudly based in Wales and will design, build, and operate a new 132kV distribution network needed to unlock Wales's energy potential and meet the future needs of its people, communities and businesses.

1.1.5. Green GEN Cymru's approach aligns with Future Wales: the national plan 2040 (Future Wales) and the Welsh Government's ambitions for unlocking renewable energy generation and achieving Net Zero in Wales. Green GEN Cymru will follow best practice in working with local communities throughout the development of its proposals, ensuring that communities have a strong voice in the process.

1.1.6. Green GEN Cymru's proposals will assist in addressing key national priorities to contribute to decarbonisation, energy independence and climate-resilience and would become part of a more resilient network for the region – creating capacity to support local investment and providing for a future in which we all use more electricity. The Project has the potential to create new skills and jobs, nationally and locally, and it will support the adoption of low carbon technologies in our homes and businesses, such as electric heating and charging points for domestic and agricultural electric vehicles.

1.1.7. Green GEN Cymru is also keen to work in partnership with the Welsh Government, Local Authorities and the private sector to explore how others can use its infrastructure to the benefit of local communities in Wales.

1.2 BACKGROUND AND NEEDS CASE

1.2.0. In 2008, the Climate Change Act entered into force in UK law. Section 1 of the 2008 Act, which was amended in 2019, requires the Secretary of State to ensure that the net UK carbon account for 2050 is at least 100% lower than the 1990 baseline. This is often referred to as the net zero target. The 2008 Act also requires the Secretary of State to set, at five-year intervals beginning in 2008, legally binding carbon budgets, which place a restriction on the total amount of greenhouse gases the UK can emit over those five-year periods. The underlying objective of these carbon budgets is to set a trajectory towards the achievement of the net zero target by 2050. The seventh carbon budget, which relates to the period 2038-2042, was made in 2026. The UK Government's October 2021 Net Zero Strategy sets out its policies and proposals for decarbonising all sectors of the UK economy in order to meet its net zero target by 2050.

1.2.1. The Environment (Wales) Act 2016 also requires the Welsh Government to reduce greenhouse gas emissions in Wales to net zero for the year 2050, with a system of interim emissions targets and carbon budgets. In 2017, the Welsh Government set out a target that at least 70% of Wales' electricity consumption would be met from renewable generation by 2030. This figure was updated in July 2023 when the Welsh Government committed to the target of ensuring that 100% of Wales' annual electricity consumption will come from renewable sources by 2035, and to continue to keep pace with consumption thereafter.

1.2.2. Onshore wind development will play a critical role in assisting the Welsh Government to meet its renewable targets. Central to this are the Pre-assessed Areas for Wind Energy identified in Future Wales: the national plan 2040 (Future Wales), which comprise those areas where the Welsh Government has already modelled the likely impact on the landscape and has found them to be capable of accommodating development in an acceptable way. Future Wales: the national plan 2040 (Future Wales) confirms that *"there is a presumption in favour of large scale wind energy development … in these areas"*. Outside of these areas, Future Wales: the national plan 2040 (Future Wales) confirms that a positive policy framework for onshore wind still exists.

1.2.3. It has long been acknowledged by the Welsh Government, energy generators and network operators that a key challenge with respect to delivering Wales' net zero obligations is the fact that the strongest renewable resources are generally in areas that have the lowest existing electricity network capacity, essentially meaning that key strategic opportunities for renewable energy generation are currently sterilised. Without intervention, this lack of grid infrastructure across Wales is likely to have a detrimental impact on achieving the UK Government and Welsh Government's net zero targets. Future Wales: the national plan 2040 (Future Wales) notes *"The Welsh Government acknowledges the significant challenge that grid infrastructure and capacity will have on the potential for new on-shore and off-shore renewable energy development across Wales"*, adding that the Welsh Government *"are committed to working with energy networks and developers to identify opportunities and barriers as well as working*

collaboratively to find solutions". There is therefore a clearly identified national need for new renewable energy development and associated grid infrastructure in Wales.

1.2.4. Operation of infrastructure at 132 kilovolts within England and Wales is classified as 'Electricity distribution'. These assets are, in the main, owned and operated by Distribution Network Operators (DNOs). However, in order to increase competition in the electricity distribution market, Ofgem, as the GB energy regulator, now licences Independent Distribution Network Operators (IDNOs). Once licenced by Ofgem, IDNOs are able to develop, operate and maintain electricity distribution networks. IDNOs connect their networks onwards into the local distribution network or transmission network.

1.2.5. As an IDNO license holder, Green GEN Cymru funds the design, construction and maintenance of the new 132 kilovolt electricity distribution network. Green GEN Cymru are required to adhere with the Electricity Act 1989, including Schedule 9, which confirms that the licensee *"shall have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest; and shall do what he reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects."*

1.2.6. As a Welsh-based company and IDNO license holder, Green GEN Cymru will be able to play a proactive role in the progression towards achieving Net Zero in Wales.

1.3 THE CONSENTING PROCESS

1.3.0. During the Stage One Non-Statutory Consultation Spring 2023 and Stage Two Non-Statutory Consultation Spring 2024, the Project was classified as a Development of National Significance (DNS). However, the Infrastructure Consent Order (ICO) regime, which was implemented on the 15 December 2025 under the Infrastructure (Wales) Act 2024, replaces the former DNS regime.

1.3.1. Under the new Infrastructure (Wales) Act 2024, the Project will classify as a Significant Infrastructure Project (SIP) as it involves the installation of an electric line above ground in Wales that is expected to have a nominal voltage of 132 kV and be no less than 2 km long[3].

1.3.2. SIPs are major infrastructure projects which require infrastructure consent from the Welsh Ministers, rather than planning permission from a local planning authority.

1.3.3. The ICO process differs from the DNS regime as it enables the acquisition of land and rights in land by compulsion and can incorporate other consents and licences as part of the infrastructure consent order, providing a unified infrastructure consenting process. In addition to this, statutory consultees will be required to engage in more meaningful dialogue with developers and the

[3] Infrastructure (Wales) Act 2024 - Explanatory Notes. Available at: https://www.legislation.gov.uk/asc/2024/3/notes.

statutory process allows an examining authority to examine the application using written representations, hearings and other procedures.

1.3.4. Planning and Environment Decisions Wales (PEDW) is responsible for advising on the preparation, submission and examination of ICO applications. Following examination, PEDW will submit a report and recommendation to Welsh Ministers, who will have the power to grant or to make the ICO.

CHAPTER 2 – THE PROJECT

2.0 BACKGROUND

2.0.0. The Project is a proposed 132 kV electricity connection, approximately 98km in length, that would connect between the proposed Nant Mithil Energy Park[4] in Powys to the Llandyfaelog Substation in Carmarthenshire. Full details of the Project and the needs case can be found on the Green GEN Cymru website (https://greengencymru.com/towy_usk/).

2.0.1. The Project comprises a single circuit overhead line, with overhead conductors predominantly supported on steel monopoles. A number of wood poles are proposed at Section 1, where the **Draft Route Alignment – Autumn 2026** connects to the Nant Mithil Energy Park substation.

2.0.2. The Project will provide the infrastructure needed to connect renewable energy generation into the wider electricity network, helping ensure that homes, businesses, farms and communities can benefit from a secure and sustainable supply of homegrown energy as demand for electricity continues to grow.

2.1 ROUTE SECTIONS

2.1.0. For ease of referencing, the **Draft Route Alignment - Autumn 2026** is divided into the following five sections:

- Section 1: Nant Mithil to Aberedw Hill;
- Section 2: Aberedw Hill to Llangammarch Wells;
- Section 3: Llangammarch Wells to Llandovery;
- Section 4: Llandovery to Llandeilo; and
- Section 5: Llandeilo to Llandyfaelog.

2.2 OVERHEAD LINE INFRASTRUCTURE

WOOD POLES

2.2.0. Section 1 of the proposed overhead line will be supported on wood poles with galvanised steel cross-arms, appropriate to support 132 kV single circuits. Wood poles are made from pressure-treated softwood and preserved to maintain structural integrity.

WOOD POLE HEIGHTS AND SPAN LENGTHS

2.2.1. As with all overhead lines, support heights and span lengths are dictated by development specific constraints, topography, clearance requirements, support capacity, and other factors.

[4] Nant Mithil Energy Park is the proposal of an energy generating company, which will be delivered under a separate planning consent

2.2.2. The section of overhead line between poles is known as the ‘span’, with the distance between them known as the ‘span length’. The wood poles under consideration have a nominal height above ground of approximately 12 to 14 m, and nominal span lengths of approximately 110 m.

WOOD POLE COLOUR

2.2.3. Newly erected wood poles are generally a dark brown colour, which may discolour over time due to exposure to sunlight, rain, wind, moisture, or other factors. Newly installed galvanised steel crossarms have a shiny metallic finish, which dulls over time due to weathering.

MONOPOLES

2.2.4. Sections 2 to 5 of the proposed overhead line will be single circuit overhead line supported on monopoles. The required voltage for the overhead line is 132 kV.

MONOPOLE HEIGHTS AND SPANS

2.2.5. The typical height for a monopole is approximately 22 m. The monopoles are used to regulate the statutory clearances required for conductor height, which is determined by the voltage of the OHL and the span length required between the monopoles.

2.2.6. The average span length is approximately 250 m, but this can be increased or decreased depending on the requirements of the terrain or intermediate obstacles like water bodies. In more constrained locations such as these it may be necessary to have taller monopoles to accommodate longer spans.

MONOPOLE COLOUR

2.2.7. Newly erected monopoles are generally constructed using galvanised steel and will have a protective coating applied during manufacture giving a dull grey finish.

SWITCHING STATION

2.2.8. A Switching Station is required to the north-east of Llanwrda, replacing the previously proposed location at the foot of Aberedw Hill. The switching station is now proposed at a location closer to the midpoint of the route, supporting a more balanced and efficient network design, enhancing overall network performance and operational flexibility, while reducing the amount of permanent infrastructure required in this area.

2.2.9. The switching station would accommodate the electrical equipment needed to support the operation of the connection, with the monopole overhead line entering and leaving the site at two locations. The site would also include access roads, boundary fencing and environmental mitigation measures, including landscaping and screening planting. The proposed location benefits from good access from the A40, helping to support construction and future maintenance activities.

2.2.10. Further engineering design work, environmental assessment and technical development will continue as the Project progresses. More detailed

information on the size, layout, appearance and operation of the switching station, together with proposed landscaping and environmental mitigation measures, will be developed and presented as part of the statutory consultation in 2027.

2.2.11. The Switching Station will facilitate the efficient connection and control of the energy generated from the proposed Energy Parks in this area to the Project and the onward transmission to the national electricity network.

SWITCHING STATION CONSTRUCTION

2.2.12. Construction of the Switching Station will take place in parallel to construction of the overhead line. Following ground clearance, the concrete foundations will be laid followed by the electrical switchgear.

UNDERGROUND CABLING INFRASTRUCTURE

2.2.13. Underground cabling is proposed in Section 5 of the Project.

2.2.14. Cable sealing end compounds are required wherever underground cabling connects to overhead line conductors to allow the safe transfer of energy from one medium to the other. Two cable sealing end compounds would therefore be required for the Project, marking the beginning and end of the underground cabling in Section 5.

UNDERGROUND CABLING CONSTRUCTION

2.2.15. There are several methods for installing underground high voltage cables, including trenchless techniques and ducted systems. For the Towy Usk project, Green GEN Cymru has drawn on the international expertise of Cable Consulting International (CCI) and DNV to identify the safest and most appropriate installation method for cables of this capacity, in line with recognised national safety standards and best practice.

2.2.16. The proposed cable section involves installing the cables within trenches alongside a temporary access track, known as a haul road, which will be used throughout construction. In locations where the route crosses beneath the roads and rivers, Horizontal directional drilling (HDD) will be used to avoid the need for opencut excavation.

2.2.17. Construction begins with the careful removal and storage of topsoil so that it can be reinstated once installation is complete. Trenches are then excavated on either side of the haul road, typically in sections of up to 1,500 metres.

2.2.18. The cables are generally buried beneath protective tiles with several metres of cover. The exact depth may vary depending on ground conditions, drainage requirements, soil characteristics and the need to minimise disruption to agricultural activities.

2.2.19. A layer of imported backfill is placed in each trench to support the cables and help dissipate the heat generated during operation. Subject to the final design, the cables may either be laid directly within the trench or installed inside protective ducts, with each cable contained within its own duct.

ACCESS

2.2.20. Prior to construction of the overhead line or underground cabling, temporary accesses will be constructed (as needed) and laydown/ storage areas set up. The use of existing tracks and watercourse crossings will be maximised, with the upgrading of these if necessary.

2.2.21. Any trees which may have an impact on safety clearances will be removed or lopped in line with Green GEN Cymru's vegetation and clearance approach. Existing entrances to fields will be used, where possible, to minimise the need to create new entrances that may require removal of vegetation.

2.2.22. Access for plant and equipment to every wood pole and monopole location will be required during construction.

2.2.23. Following commissioning of the grid connection, all construction equipment, temporary access routes and working areas will be removed. The overhead line route will be reinstated progressively as construction progresses, with all land restored and additional landscaping and planting undertaken where appropriate.

CHAPTER 3 – ROUTE SELECTION METHODOLOGY

3.0 OVERARCHING APPROACH TO ROUTEING

3.0.0. Green GEN Cymru has undertaken an iterative design process, informed by environmental and engineering specialists, to identify the **Draft Route Alignment – Autumn 2026**. This document adheres to the principles of Green GEN Cymru's 'Approach to Routeing Grid Infrastructure in Wales'[5], which sets out a consistent methodology for the routeing of overhead lines. For full details on the routeing process undertaken to date refer to the previous Routeing and Consultation Document[6] from March 2023 and the Updated Phase One Grid Connection Strategy[7] from March 2024.

THE HOLFORD RULES

3.0.1. The identification of the **Preferred Route Corridor – Spring 2023** during the first round of the route selection process followed established guidelines developed by the late Lord Holford in 1959 (hereafter 'the Holford Rules'). In developing the **Draft Route Alignment – Spring 2024** and the **Draft Route Alignment – Autumn 2026** during this third round of the route selection process, the Holford Rules continue to be a key factor in determining the most appropriate location for wood poles, monopoles and overhead lines. A summary of the Holford Rules is provided in the Routeing and Consultation Document published in March 2023[6].

ENVIRONMENTAL AND LAND USE CONSIDERATIONS

3.0.2. A wide range of designated environmental features were avoided as much as possible as part of the identification of the **Preferred Route Corridor – Spring 2023**, based on their mapped boundaries.

3.0.3. To identify the **Draft Route Alignment – Spring 2024** and the **Draft Route Alignment – Autumn 2026** a more nuanced approach has been undertaken to account for aspects of the environment that are less readily assessed through GIS mapping alone and to account for information received from local communities and stakeholders. Environmental specialists have worked closely with engineers and land referencing agents to identify the **Draft Route Alignment – Autumn 2026** which minimises environmental impact whilst balancing technical requirements, responds to stakeholder, local community and landowner feedback and adheres to the Holford Rules.

3.1 RESPONDING TO PUBLIC FEEDBACK

3.1.0. Local people and organisations were invited to provide feedback on the **Draft Route Alignment – Spring 2024** during the Stage Two Non-Statutory

[5] Green GEN Cymru's Approach to Routeing Grid Infrastructure Document is available online: https://greengencymru.com/wp-content/uploads/Approach-to-Routeing-Grid-Infrastructure-in-Wales.pdf
[6] Green GEN Cymru's Routeing and Consultation Document (March 2023) is available online https://greengencymru.com/wp-content/uploads/Routeing-and-Consultation-Document-Complete-Document.pdf
[7] Green GEN Cymru's Updated Phase One Grid Connection Strategy (March 2024) is available online https://greengencymru.com/wp-content/uploads/2024-Updated-Green-GEN-Phase-One-Grid-Connection-Strategy.pdf

Consultation Spring 2024. The Stage Two Non-Statutory Consultation Spring 2024 included information on the use of wood poles in Section 1, specific tower positions and proposed locations for underground cabling. The consultation was open for 8 weeks between Wednesday 13th March and Wednesday 8th May 2024. Six in-person public consultation events were held at the following locations:

- Montgomery Pavillion, Builth Wells: 20 March 2024;
- Llanarthney Community Hall, Carmarthen: 21 March 2024;
- Llandeilo Fawr Civic Hall, Llandeilo: 23 March 2024;
- Penybont District Community Centre, Penybont: 9 April 2024;
- Llandovery Rugby Club, Llandovery: 10 April 2024; and
- Llandyfaelog Community Hall, Carmarthenshire: 11 April 2024.

3.1.1. Feedback responses were collated, anonymised and tabulated for analysis[8]. Where multiple feedback responses related to the same location, these were grouped and considered in combination. The combined responses were triaged to identify those that could potentially be addressed through amendments to the **Draft Route Alignment – Spring 2024**. In order to contribute to design decisions, feedback responses were required to identify issues or concerns in relation to specific locations along the **Draft Route Alignment – Spring 2024**. Respondents were also encouraged to make suggestions for alternative alignments or tower positions to address the specific issue or concern raised. Some examples of requested changes are paraphrased below:

I am concerned that the Draft Route Alignment is located too close to a number of historic assets and has the potential to damage them or impact views to and from them.

The Draft Route Alignment is routed over high ground and is therefore visible from my front windows.

3.1.2. Each potential change was drawn up and considered by Green GEN Cymru in consultation with environmental specialists, engineers and land referencing agents in a series of workshops. All proposed changes were compared with the **Draft Route Alignment – Spring 2024** in terms of potential environmental effects, technical and economic feasibility. The key criteria for determining whether the proposed change was desirable were:

- Whether or not it would lead to additional adverse environmental effects;
- Whether or not it would lessen any adverse environmental effects;
- Whether or not it would lead to significant additional costs associated with the construction of the Project, for example, because it would create a much more indirect alignment; and

[8] A summary of the feedback received at the second round of non-statutory consultation and how it was analysed is available in the Stage Two Non-Statutory Consultation Report (March to April 2024).

- Whether or not it would add significant complexity to the construction of the Project, for example, availability of viable access or presence of difficult terrain with steep slopes.

3.1.3. The **Draft Route Alignment – Spring 2024** was developed to reflect those changes considered desirable having regard to their performance against the criteria listed above. This included, in most cases, multiple alternative alignments and tower positions to compare with the **Draft Route Alignment – Spring 2024** and identify a preferred option.

3.1.4. All feedback identifying the presence of a potentially sensitive receptor in a specific location (for example, a species of plant or animal) was recorded in a database so that it can inform future siting and design as well as guide environmental specialists in surveying certain areas along the **Draft Route Alignment – Autumn 2026**.

3.2 PRELIMINARY DESIGN OF THE DRAFT ROUTE ALIGNMENT – AUTUMN 2026

3.2.0. As set out in **paragraph 1.0.6**, during the development of the **Draft Route Alignment – Autumn 2026**, Green GEN Cymru has introduced monopoles in place of the previously proposed steel lattice towers in Sections 2 to 5.

3.2.1. The monopole forms part of Green GEN Cymru's wider programme of engineering innovation and ongoing network review. Throughout the development of Towy Usk, we have continued to assess the technologies available to us against landscape, environmental impacts and technical, operational and deliverability requirements, as well as considering the feedback and evidence we receive as the project develops. The monopole has been developed to align, as far as practicable, with the key physical and operational characteristics of the L7 tower[9] arrangement, thereby maintaining existing routeing assumptions and spotting locations where possible whilst providing a shorter and slimmer profile. Notwithstanding this, the entire route will be subject to detailed engineering, environmental and consenting review through the next stage of design development and change control to ensure that the selected corridor remains appropriate for the monopole solution and to identify any consequential amendments that may be required.

3.2.2. The process of developing the **Draft Route Alignment – Autumn 2026** has carefully cosidered specific wood pole/ monopole positions and the overhead line alignment and mapping alternative options for comparison. In most cases, feedback could be addressed through minor modifications to infrastructure positions within the same or adjacent fields. However, some feedback responses highlighted broader issues that required more fundamental changes to the alignment.

3.2.3. The identification of alternative options was led by Green GEN Cymru's engineering team, alongside environmental specialists, whereby route alignment and 'drawing workshops' were attended by the wider project team

[9] standard UK steel lattice tower design used to support 132 kV overhead lines.

including environmental, engineering and construction specialists as well as land referencing agents. These workshops were used to identify a number of alternative route alignment options, which responded to matters raised through consultation and sought to avoid or reduce environmental and engineering constraints.

3.2.4. An engineering assessment was used to analyse the alternative route alignment options using PLS CADD, an industry-standard overhead line design software program that integrates all aspects of line design.

3.2.5. To ensure professional judgement was applied robustly and objectively, review workshops were held, drawing on the expertise of environmental and technical specialists to clarify the degree of preference between alternative route options and to review the feasibility for mitigation. Further changes to specific monopole positions were also proposed to avoid specific environmental receptors, either known or suspected to be present.

3.2.6. The resulting changes to the **Draft Route Alignment – Spring 2024 Consultation** are presented in **Chapters 4 to 8** of this document and illustrated in **Figure 1** at **Appendix B** and will be consulted on as part of the Stage Three Non-Statutory Consultation Autumn 2026 events which will be held between 14 to 24 October 2026. Further refinement of the **Draft Route Alignment – Autumn 2026** will be informed by further data collection, which will provide further information regarding the presence, extent and sensitivity of environmental receptors.

3.2.7. It should be noted there is potential for further changes to the **Draft Route Alignment – Spring 2024** as a result of:

- Feedback from the Stage Three Non-Statutory Consultation Autumn 2026;
- Consultation responses from statutory bodies such as Natural Resources Wales;
- Results from further engineering and environmental data collection;
- Results from ongoing desk-based studies and third-party data searches; and
- Further information regarding potential points of connection.

3.2.8. 'Limits of Deviation' will be proposed within the site boundary and ultimately sought through the ICO application. The Limits of Deviation are an allowance either side of the final detailed route alignment within the site boundary, which enables the appointed contractors to move monopoles, wood poles or infrastructure to a slightly different position within the site boundary where necessary for engineering, safety or environmental reasons. For the purposes of the Environmental Impact Assessment, which is anticipated to be undertaken during Spring 2027, the following Limits of Deviation are currently proposed:

- For overhead lines (monopoles), Limits of Deviation of 40 metres either side of the route alignment will be used to allow sufficient space either

side of the centre line to allow for physical positioning of monopole structures and swing clearance for conductors.

- For wood poles, Limits of Deviation of 20 metres either side of the route alignment will be used to allow sufficient space either side of the centre line for the physical positioning of wood poles and swing clearance.
- For underground cables, Limits of Deviation of 50 metres either side of the route alignment will be used to allow sufficient space either side of the centreline to lay the underground cable.

3.2.9. Limits of Deviation will be reviewed as the design develops and presented as part of the statutory consultation in 2027.

3.3 SECTION OVERVIEW

3.3.0. For ease of reference, the **Draft Route Alignment – Autumn 2026** is divided into the following five sections:

- Section 1: Nant Mithil to Aberedw Hill;
- Section 2: Aberedw Hill to Llangammarch Wells;
- Section 3: Llangammarch Wells to Llandovery;
- Section 4: Llandovery to Llandeilo; and
- Section 5: Llandeilo to Llandyfaelog.

3.3.1. An overview of the five sections of the **Draft Route Alignment – Autumn 2026** is presented in **Plate 1**, along with a comparison with the **Draft Route Alignment – Spring 2024**.

3.3.2. Further information regarding specific wood pole/ monopole locations and the constraints which have influenced each section of the **Draft Route Alignment – Autumn 2026** design is available in **Appendix A**.

3.3.3. The numbering of wood poles (e.g. ‘P1’) and monopoles (e.g. ‘T001’) referenced throughout this document reflects that from the **Draft Route Alignment – Autumn 2026**.

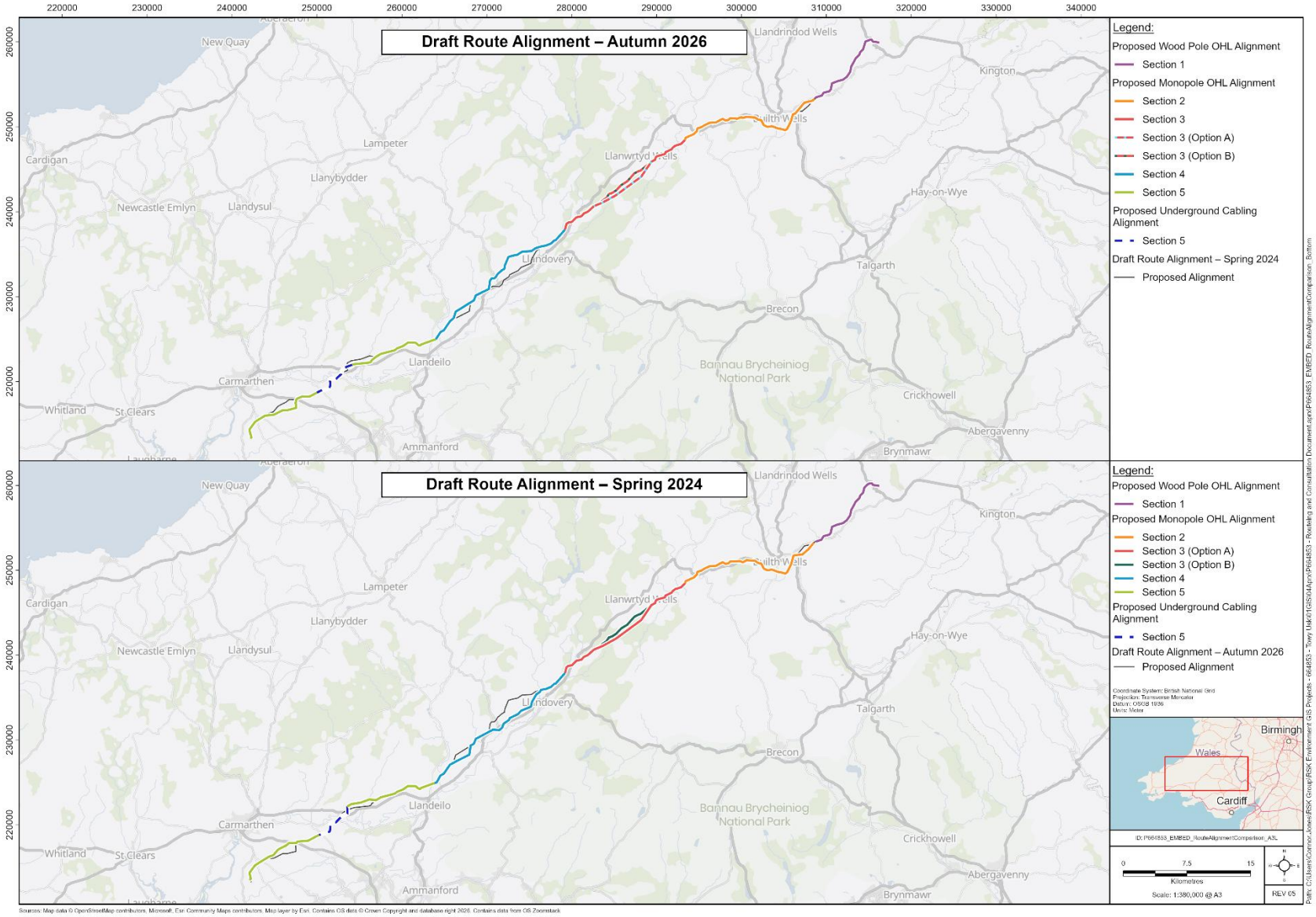

Plate 1: Comparison of Route Alignments

CHAPTER 4 – SECTION 1: NANT MITHIL TO ABEREDW HILL

4.0 SUMMARY OF SECTION 1

4.0.0. Section 1 includes 94 wood poles (P1 to P94) spanning a distance of 11.7 kilometres between the proposed Nant Mithil Energy Park and Aberedw Hill. There are no monopoles proposed in Section 1.

4.0.1. The **Draft Route Alignment – Autumn 2026** mostly follows the **Draft Route Alignment – Spring 2024** with minor deviations in two locations, from P7 to P25 and from P85 to P94.

4.1 SUMMARY OF CHANGE REQUESTS RELATING TO SECTION 1

4.1.0. Change requests made at the Stage Two Non-Statutory Consultation Spring 2024 in relation to Section 1 included the following:

- Re-locating wood poles to be outside of certain land parcels, closer to the edges of fields, and further from farm buildings.
- Re-routeing to minimise interactions with farm access tracks.

4.1.1. Further engineering analysis was also undertaken by Green GEN Cymru's engineering team to assess the overall constructability of the Project.

4.2 SUMMARY OF CHANGES TO THE DESIGN IN SECTION 1

4.2.0. The key changes within Section 1 of the **Draft Route Alignment – Autumn 2026** compared with the **Draft Route Alignment – Spring 2024** are as follows, which are presented at a high level in **Plate 2** below and in more detail on Pages 1 to 4 of **Figure 1** at **Appendix B**.

Table 4.1: Summary of Key Changes to Section 1

Wood Pole Ref.	Key Reasons for Change
P7 to P25	<u>P7 to P17</u> Re-aligned to follow field boundaries as much as reasonably practicable to minimise impacts on farming practices. The amended alignment also provides increased distance from farm buildings and reduces interactions with access tracks. <u>P17 to P25</u> The opportunity was taken to straighten the route alignment to minimise construction complexities.
P85 onwards	Shifted northwards in response to consultation feedback and to provide minor environmental benefits by crossing a narrower line of trees.

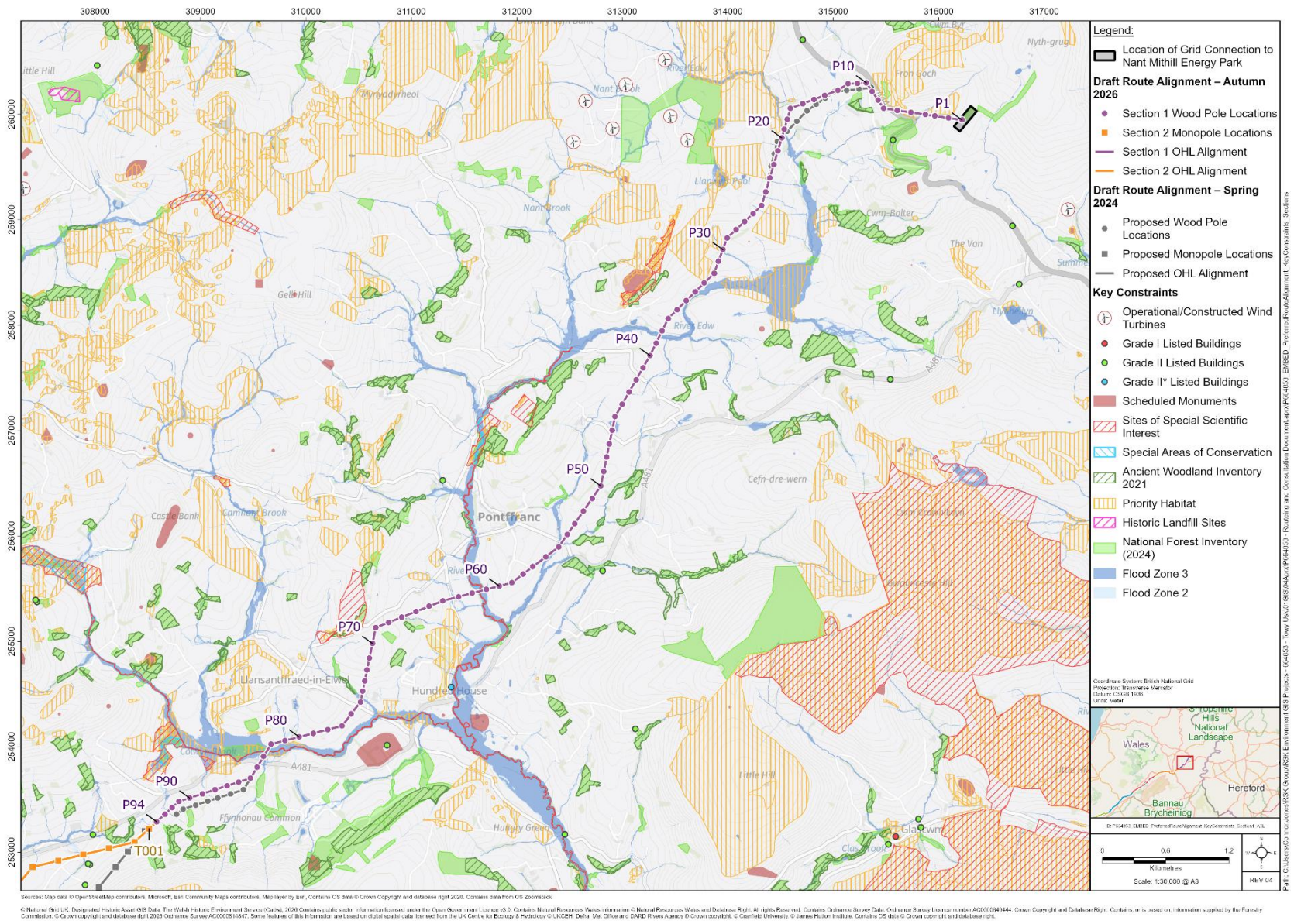

Plate 2: Overview of environmental constraints and alignment changes relevant to Section 1

CHAPTER 5 – SECTION 2: ABEREDW HILL TO LLANGAMMARCH WELLS

5.0 SUMMARY OF SECTION 2

5.0.0. Section 2 includes 83 monopoles (T001 to T083) spanning a distance of approximately 18.9 kilometres between Aberedw Hill and Llangammarch Wells.

5.0.1. The **Draft Route Alignment – Autumn 2026** notably deviates from the **Draft Route Alignment – Spring 2024** in two locations, from T001 to T014 and from T040 to T054.

5.1 SUMMARY OF CHANGES REQUESTS RELATING TO SECTION 2

5.1.0. Change requests made at the Stage Two Non-Statutory Consultation Spring 2024 in relation to Section 2 included the following:

- Re-routeing to minimise impacts on residential visual amenity.
- Avoiding locating infrastructure on the hillside due to concerns regarding constructability of the Project.
- Re-routeing to avoid impacts to three identified cultural heritage assets.
- Concerns regarding locating infrastructure on land that is currently used for recreational racing events.

5.1.1. Consultee feedback from Network Rail clarified guidance regarding the crossing of Network Rail assets.

5.1.2. Further engineering analysis was also undertaken by Green GEN Cymru's engineering team to assess the overall constructability of the Project.

5.2 SUMMARY OF CHANGES TO THE DESIGN IN SECTION 2

5.2.0. The key changes within Section 2 of the **Draft Route Alignment – Autumn 2026** compared with the **Draft Route Alignment – Spring 2024** are as follows, which are presented at a high level in **Plate 3** below and in more detail on Pages 4 to 9 of **Figure 1** at **Appendix B**.

Table 5.1: Summary of Key Changes to Section 2

Monopole Ref.	Key Reasons for Change
T001 to T014	Re-routed further north-west towards the A481 to utilise lower-lying, flatter ground which will reduce impacts to visual amenity from wider ranging views. Re-routeing over lower-lying, flatter ground also removes construction complexities associated with land levelling and constructing haul roads on steep slopes.
T040 to T054	Shifted further north to maximise the distance from nearby cultural heritage assets and to avoid an area used for recreational racing events.

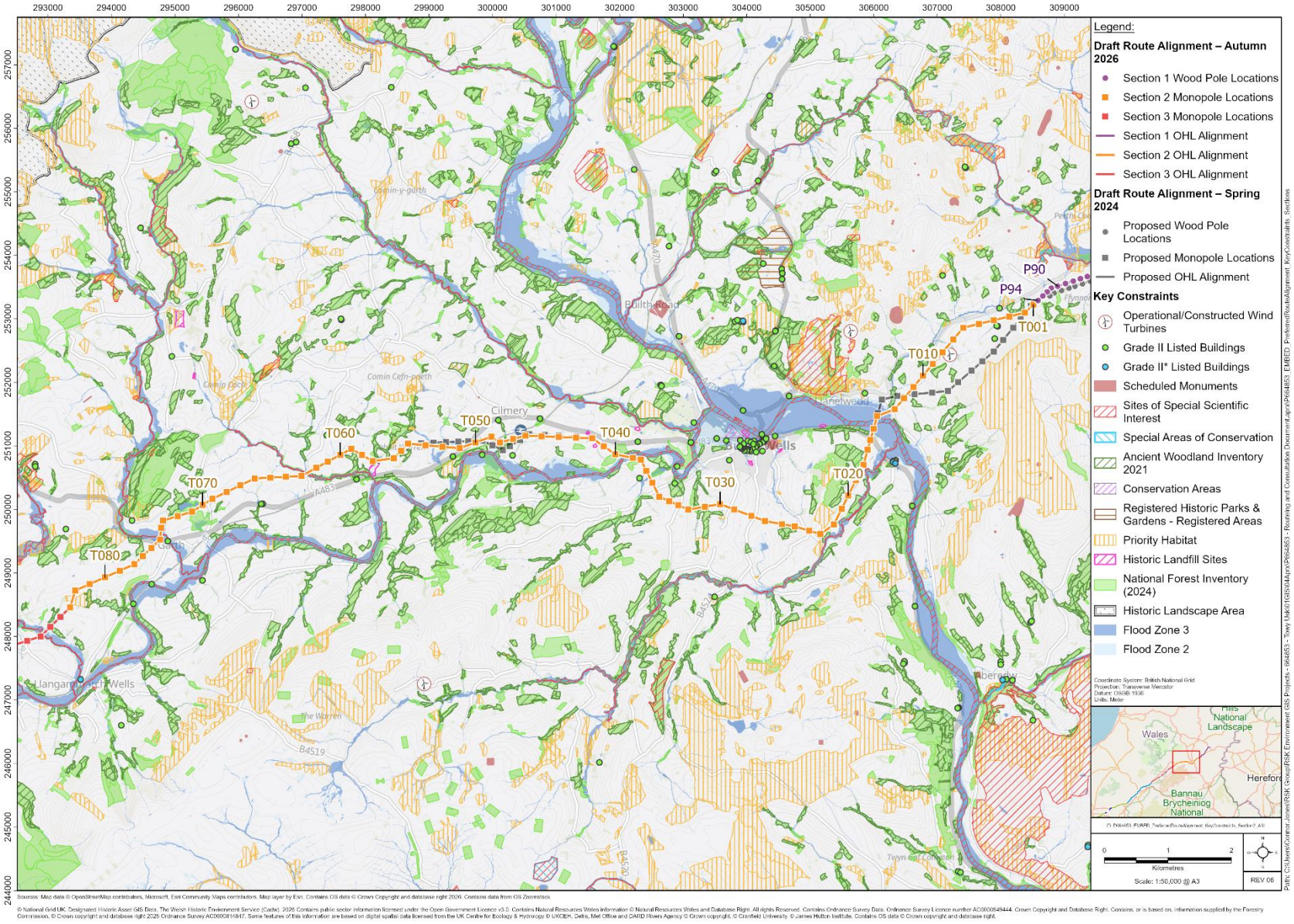

Plate 3: Overview of environmental constraints and alignment changes relevant to Section 2

CHAPTER 6 – SECTION 3: LLANGAMMARCH WELLS TO LLANDOVERY

6.0 SUMMARY OF SECTION 3

6.0.0. Section 3 includes 77 monopoles (T084 to T161), spanning a distance of approximately 18.4 kilometres between Llangammarch Wells and Llandovery.

6.0.1. As with the **Draft Route Alignment – Spring 2024**, two potential route alignment options remain under consideration between T105 and T141:

- Option A – the more southerly option, which passes through Crychan Forest; and
- Option B – the more northerly option, which passes to the north of Crychan Forest.

6.0.2. Both options remain under consideration because further site-specific information is required before a preferred alignment can be confirmed. Engagement with Natural Resources Wales (NRW) regarding access to NRW-managed land at Crychan Forest is ongoing. Environmental and engineering surveys and assessment will be undertaken in due course to compare the options and inform the selection of a preferred alignment, taking account of environmental and engineering constraints and continued dialogue with NRW regarding forestry operations, operational access and other relevant requirements.

6.0.3. Further information regarding specific monopole locations and the constraints which have influenced each option is available in **Appendix A**.

6.0.4. The only way in which the **Draft Route Alignment – Autumn 2026** differs from the **Draft Route Alignment – Spring 2024** is a minor amendment at T096.

6.1 SUMMARY OF CHANGE REQUESTS RELATING TO SECTION 3

6.1.0. Consultee feedback from Network Rail clarified guidance regarding the crossing of Network Rail assets.

6.2 SUMMARY OF CHANGES TO THE DESIGN IN SECTION 3

6.2.0. The only change within Section 3 of the **Draft Route Alignment – Autumn 2026** compared with the **Draft Route Alignment – Spring 2024** is as follows, which is presented at a high level in **Plate 4** below and in more detail on Page 9 to 14 of **Figure 1** at **Appendix B**.

Table 6.1: Summary of Key Changes to Section 3

Monopole Ref.	Key Reasons for Change
T096	Shifted further east, which enables the railway to be crossed at a shallower angle. This allows for the use of smaller, less visually intrusive monopoles.

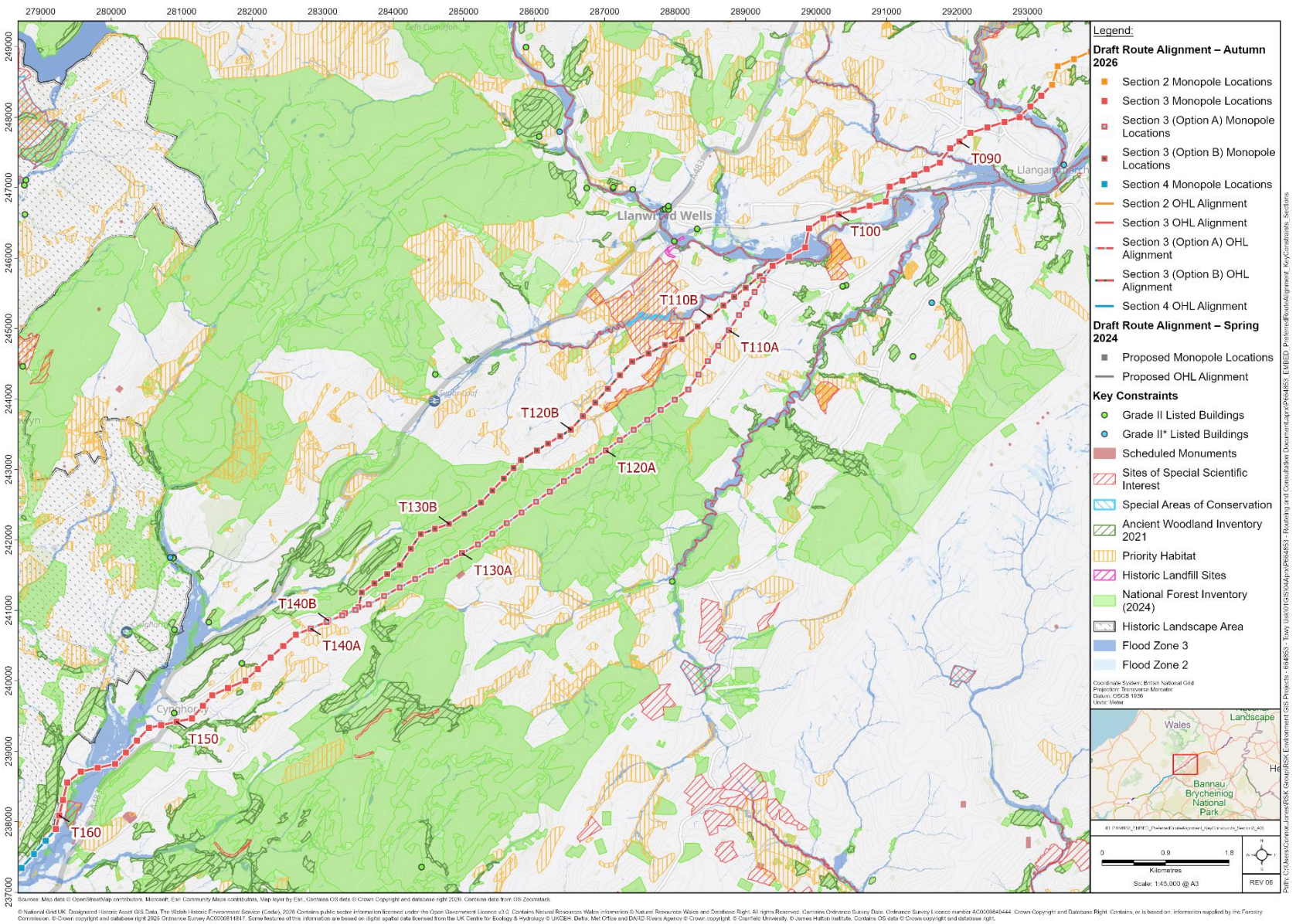

Plate 4: Overview of environmental constraints and alignment changes relevant to Section 3

CHAPTER 7 – SECTION 4: LLANDOVERY TO LLANDEILO

7.0 SUMMARY OF SECTION 4

7.0.0. Section 4 includes 89 monopoles (T162 to T251) spanning a distance of approximately 21.5 kilometres between Llandovery and Llandeilo.

7.0.1. The **Draft Route Alignment – Autumn 2026** deviates from the **Draft Route Alignment – Spring 2024** most notably from T177 to T221, but also from T224 to T240 and from T247 to T251.

7.1 SUMMARY OF CHANGE REQUESTS RELATING TO SECTION 4

7.1.0. Change requests made at the Stage Two Non-Statutory Consultation Spring 2024 in relation to Section 4 included the following:

- Re-routeing further away from the village of Llanwrda.
- Seeking to minimise visual impacts on local residences and on the Historic Landscape Area and local historic sites.
- Re-routeing to avoid more valued fields.
- Concerns regarding potential impacts to local businesses and woodland.

7.2 SUMMARY OF CHANGES TO THE DESIGN IN SECTION 4

7.2.0. The key changes within Section 4 of the **Draft Route Alignment – Autumn 2026** compared with the **Draft Route Alignment – Spring 2024** are as follows, which are presented at a high level in **Plate 5** below and in more detail on Pages 14 to 21 of **Figure 1** at **Appendix B**.

Table 7.1: Summary of Key Changes to Section 4

Monopole Ref.	Key Reasons for Change
T177 to T221	Re-routed further north to avoid 'encircling' the village of Llanwrda, to be further from the town of Llandovery, and to reduce impacts on the setting of three Scheduled Monuments. This realignment relocates the overhead line from the northern edge of the Towy Valley to locations where it would be less visually intrusive within the landscape. It also moves the route alignment out of and away from the River Towy floodplain and associated priority habitat and flood zones.
T224 to T240	Re-routed further north to avoid areas of woodland and to be less prominent within the landscape, particularly from the Towy Valley Registered Historic Landscape located to the south.
T247 to T251	Re-routed out of more preferable farmland and into neighbouring fields in response to consultation feedback.

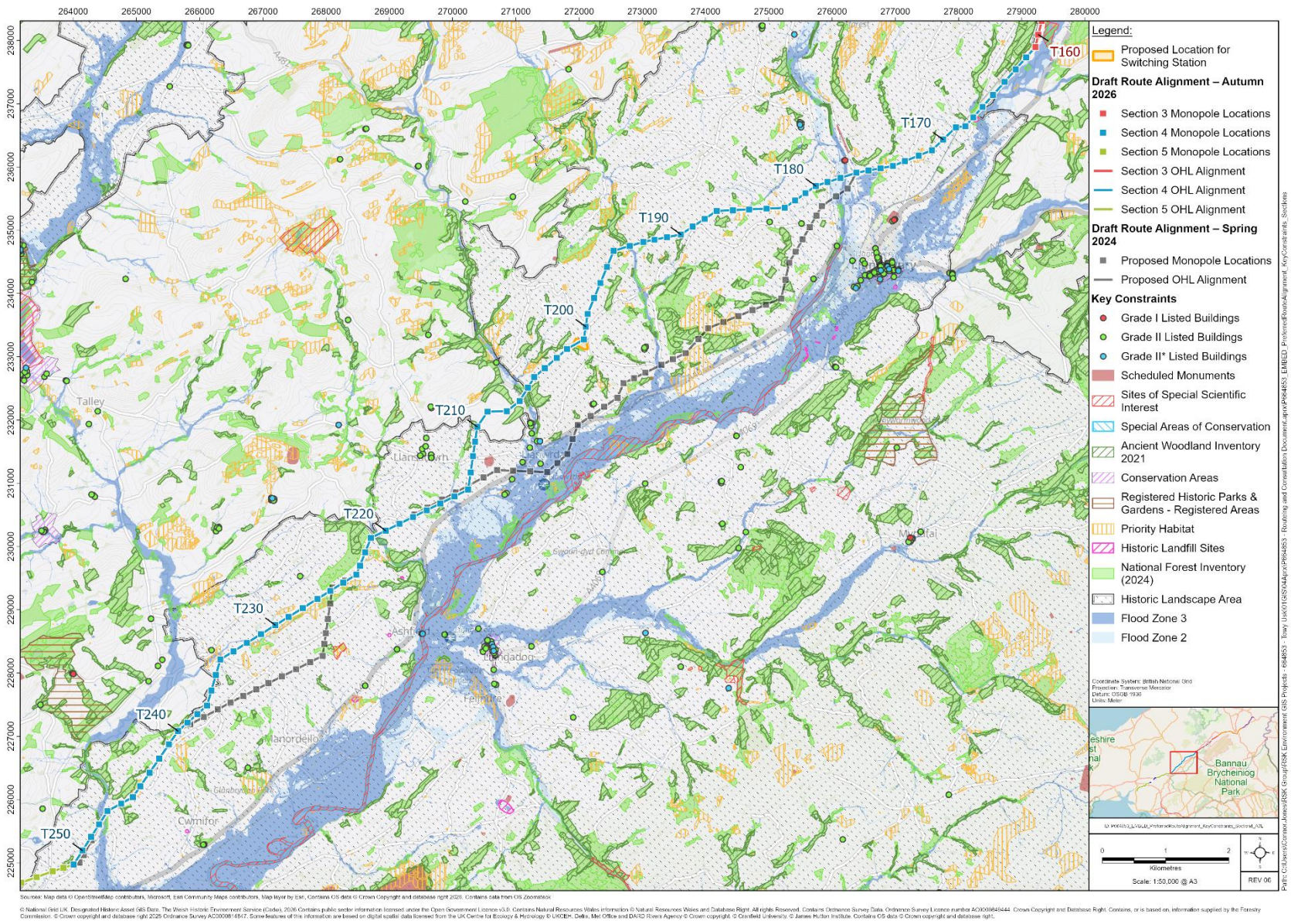

Plate 5: Overview of environmental constraints and alignment changes relevant to Section 4

CHAPTER 8 – SECTION 5: LLANDEILO TO LLANDYFAELOG

8.0 SUMMARY OF SECTION 5

8.0.0. Section 5 includes 103 monopoles (T252 to T355) (spanning a distance of approximately 27.9 kilometres) and a 6-kilometre section of underground cable between Llandeilo and Llandyfaelog.

8.0.1. Cable Sealing End Compounds are required wherever underground cables connect to overhead line conductors to allow the safe transfer of energy from one medium to the other. Section 5 includes two Cable Sealing End Compounds: one at T298, which marks the beginning of the undergrounded section, and another at T299, which marks the end.

8.0.2. The **Draft Route Alignment – Autumn 2026** deviates from the **Draft Route Alignment – Spring 2024** in four locations, most notably from T285 to T298 and from T311 to T337, but also from T303 to T310 and from T349 to the proposed Llandyfaelog Substation. The underground cable stretch within Section 5 also deviates from the **Draft Route Alignment – Spring 2024** due to the relocation of the starting point on the northern side of the River Towy, with subsequent adjustments to the alignment of the underground cable.

8.1 SUMMARY OF CHANGE REQUESTS RELATING TO SECTION 5

8.1.0. The realignment proposed in response to feedback from residents of Cwrt Henri at the Stage Two Non-Statutory Consultation Spring 2024 also had implications for the routeing of the underground cable.

8.1.1. Change requests made at the Stage Two Non-Statutory Consultation Spring 2024 in relation to Section 5 include the following:

- Exploring options to move infrastructure further from the village of Cwrt Henri, in particular away from the local school and nursery.
- Exploring options to move infrastructure away from certain land parcels to minimise impacts on farming practices.
- Re-routeing further south to avoid impacts on existing underground utilities, to minimise visual impacts and to avoid interactions with land used to train horses.

8.1.2. Further analysis undertaken by Green GEN Cymru's engineering team identified potential challenges associated with the sharpness of bends in the underground cable and the topography of the area.

8.1.3. Analysis undertaken by Green GEN Cymru's engineering team, along with engagement with relevant stakeholders, also identified potential interactions with planned development around Nantycaws and potential third-party interactions on the approach to the proposed Llandyfaelog Substation.

8.2 SUMMARY OF CHANGES TO THE DESIGN IN SECTION 5

8.2.0. The key changes within Section 5 of the **Draft Route Alignment – Autumn 2026** compared with the **Draft Route Alignment – Spring 2024** are as follows, which are presented at a high level in **Plate 6** below and in more detail on Pages 21 to 29 of **Figure 1** at **Appendix B**.

Table 8.1: Summary of Key Changes to Section 5

Monopole Ref.	Key Reasons for Change
T272	Shifted slightly to the east, but still on the same alignment, to increase the buffer from a residential property and local business.
T285 to T298	Re-routed further south to increase the distance from the village of Cwrt Henri and associated sensitive receptors. The realignment also avoids areas of woodland and more closely follows the alignment of the A40.
Underground cable	Cable Sealing End Compound at T298 The Cable Sealing End Compound has been shifted to the east and slightly to the south. This reduces potential impacts from the construction swathe of the underground cable on priority habitat associated with a tributary of the River Towy. The new location is also on lower ground and is therefore less visually intrusive. Extending the underground cable section through Llanarthney reduces the number of monopoles in this area. Relocating the starting point of Section 5 has also allowed for optimisation of the angle of the transition to underground cables, which minimises construction complexities. To the south of the B4300 Sharp bends in the underground cable have been made gentler, which is achieved by navigating more suitable topography and which will minimise construction complexities. The southernmost bend of the underground cable has also been shifted slightly further north to increase the distance from a residential property. Cable Sealing End Compound at T299 The Cable Sealing End Compound has been shifted further west to be on more level ground, which will allow for safer and more efficient construction processes.
T303 to T310	Shifted further north on the eastern side of the A48 to minimise impacts on farming practices.
T311 to T337	Re-routed on the western side of the A48 to run southwards from T311 and then westwards at T316. This is to avoid interactions with other planned developments in the Nantycaws area. The **Draft Route Alignment – Autumn 2026** then continues to the west, minimising interactions with

Monopole Ref.	Key Reasons for Change
	areas of woodland and mapped peat as much as reasonably practicable, before rejoining the **Draft Route Alignment – Spring 2024** at T337. This realignment avoids interactions with land where an underground water pipe network had been identified and with a menage used to train horses.
T349 to Llandyfaelog Substation	Amended to minimise third-party interactions and optimise the angle of connection with the substation.

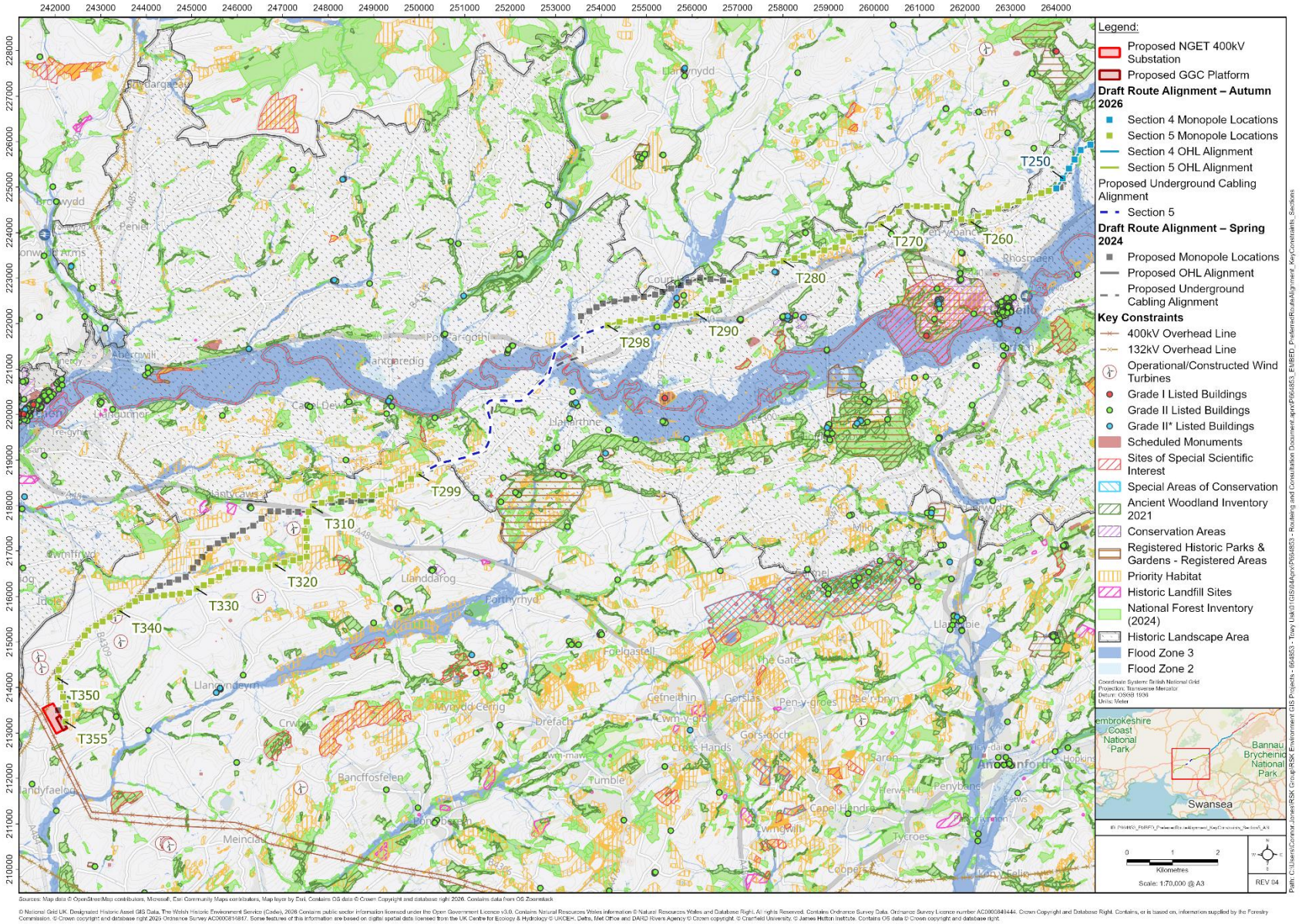

Plate 6: Overview of environmental constraints and alignment changes relevant to Section 5

CHAPTER 9 – CONSULTATION PROCESS AND NEXT STEPS

9.0 INTRODUCTION

9.0.0. Green GEN Cymru's consultation is seeking feedback from stakeholders and communities so that this can be considered in the decisions we make on the Project.

9.0.1. This chapter provides an overview of the consultation we will undertake for the Project which covers:

- Why we are consulting;
- The consultation process - the planning context and our approach to consultation;
- Our plans for consultation - an overview of the pre-application consultation and where, who, how and when we are consulting;
- Why feedback is important and how it influences the development of our proposals; and
- How to provide feedback.

9.0.2. The consultation is open from Tuesday 6 October to Tuesday 24 November 2026.

9.1 WHY CONSULT

9.1.0. Green GEN Cymru is developing electricity infrastructure to help connect new sources of renewable energy to the grid and strengthen the electricity network in Wales. As an Independent Distribution Network Operator, we design, build, own and operate electricity infrastructure that helps move power from where it is generated to where it is needed.

9.1.1. As electricity demand grows, the network needs to adapt. More homes, businesses, farms and communities are increasingly relying on electricity for transport, heating and day-to-day activities, while Wales continues its transition towards a lower-carbon and more energy-independent future. New connections and network upgrades are needed to provide the capacity required to support this change.

9.1.2. Through projects such as Towy Usk, Green GEN Cymru is helping to deliver the infrastructure needed to connect renewable energy generation into the wider electricity network. The Project would increase network capacity and resilience, support future electricity demand and help ensure that communities and businesses across Wales can benefit from a secure and reliable electricity supply. It is important to us that communities and stakeholders have the opportunity to comment on our Project at an early stage, enabling feedback to inform decision-making, reduce or avoid potential impacts, and identify opportunities to enhance project outcomes.

We are committed to ensuring our community consultation is accessible, understandable and meaningful. These guiding principles have shaped the information set out in this chapter and the materials we will provide for consultation.

9.2 THE CONSULTATION PROCESS

9.2.0. The Infrastructure (Wales) Act 2024 requires those who apply for infrastructure consent to consult local communities and stakeholders on their proposals.

9.2.1. The Infrastructure Consent Order application process is managed by PEDW, which has set out its expectations for public consultation and engagement on infrastructure projects in its document 'Welsh infrastructure consent pre-application consultation best practice guidance' (March 2026, updated May 2026)[10], in which Section 1.1 states that *"by engaging early and undertaking an iterative consultation process that engages a range of stakeholders, developers are more likely to fully understand key issues and opportunities, resulting in a better project and smoother planning process. Through collaborative working with public bodies, stakeholders and the community, issues can be resolved and common ground established."*

9.2.2. As a company proudly based in Wales, and investing in Wales, Green GEN Cymru attaches great importance to the effect that its work may have on the environment and local communities in Wales.

9.2.3. Green GEN Cymru is committed to providing clear and up-to-date information on its proposals and consulting local people at each stage where their views can help to shape our proposals before a consent application is submitted.

9.2.4. Green GEN Cymru recognises that developing the Project is a complex and iterative process. Accordingly, our consultation strategy goes beyond statutory requirements, and follows PEDW guidance, providing local communities and stakeholders with multiple opportunities to engage with the Project and help inform its development. Four pre-application consultation exercises have been or will be carried out, as follows:

- **Preferred Route Corridor Stage One Consultation – Spring 2023:** Public consultation on the **Preferred Route Corridor – Spring 2023** for the Project, took place from 6 March to 28 April 2023;
- **Draft Route Alignment Stage Two Consultation – Spring 2024:** Public consultation on a **Draft Route Alignment – Spring 2024** for the Project, including the proposed locations of pylons, wood poles, underground cable section and switching station site, took place from 13 March to 8 May 2024;
- **Draft Route Alignment Stage Three Consultation – Autumn 2026:**

[10] https://www.gov.wales/significant-infrastructure-projects-sip-welsh-infrastructure-consent-pre-application-consultation

Public consultation on the **Draft Route Alignment – Autumn 2026** for the Project, including the proposed locations of wood poles, new monopoles, extended underground section, revised switching station site, construction access routes and working areas – to which this Routeing and Consultation Document relates; and

- **Statutory Consultation**
  Public consultation on our proposed Infrastructure Consent application – expected in 2027.

9.2.5. Following each round of consultation, a Consultation Report is prepared setting out how the consultation was undertaken, summarising the feedback received, and explaining how that feedback has informed the development and refinement of the Project. The Consultation Reports summarising the Stage One Non-Statutory Consultation Spring 2023 is available on the project website[11], while the one for the Stage Two Non-Statutory Consultation Spring 2024 has been published in October 2026.

9.2.6. In addition to the above, in advance of the Draft Route Alignment Stage Three Consultation - Autumn 2026, Green GEN Cymru published an update on the project website in March 2026[12]. This provided an initial high-level overview of the proposed changes to the Project which are described in more detail in this Routeing and Consultation Document.

9.2.7. Following submission of the consent application, further opportunities to express your views on the proposals and participate in the examination of the application.

9.3 OUR PLANS FOR CONSULTING - DRAFT ROUTE ALIGNMENT - AUTUMN 2026

9.3.0. We are inviting comments on our Project, prior to making an application for consent.

9.3.1. We will take a digital first approach, consistent with current best practice. The Towy Usk website https://www.greengentowyusk.com/ will be the primary hub for information about the proposals, providing access to consultation materials, Project updates and details of the various ways in which feedback can be submitted. Digital platforms will be suitable for both desktop and mobile devices. The digital approach will be supported by a range of engagement activities designed to maximise awareness of, and participation in, the consultation. These will include mailings to all properties within the Project's 1km consultation zone, advertisements in local newspapers, targeted digital advertising, community events, and the provision of hard copies of consultation materials at events held in communities along the route.

[11] https://greengencymru.com/wp-content/uploads/Stage-One-Non-Statutory-Consultation-Report-Spring-2023.pdf
[12] https://greengencymru.com/towy_usk/overview/our-proposals/

9.4 WHERE WE WILL CONSULT

9.4.0. To support effective engagement, a consultation zone has been defined around the Project based on the potential for communities and stakeholders to experience visual, construction and operational effects associated with the proposals. The consultation zone generally extends a minimum of 1 km either side of the **Preferred Route Corridor – Spring 2023.** As the Project has evolved, the consultation zone has been reviewed and refined to reflect changes to the route arising from consultation feedback, environmental assessment and ongoing design development. In particular, the consultation zone for the **Draft Route Alignment – Autumn 2026** has been extended in locations where the route alignment has changed since previous consultations, helping to ensure that communities, landowners and stakeholders potentially affected by the current proposals have the opportunity to participate in the consultation process.

9.4.1. Consultation activities will be undertaken within, or as close as reasonably practicable to, the consultation zone. This includes the distribution of consultation leaflets to households and businesses to raise awareness of the consultation and provide information on how to participate.

9.4.2. Where suitable venues are unavailable within the consultation zone, events will be held at the nearest appropriate and accessible location. This ensures that communities across the route have convenient opportunities to engage with the consultation and attend any of the six community consultation events, regardless of where they are located along the route.

9.4.3. In addition to engagement within the consultation zone, a range of activities will be undertaken to raise broader awareness of the consultation, including advertisements in local newspapers, targeted digital advertising, and notifications to relevant stakeholders, including community councils, elected representatives, interest groups and other organisations across the wider region. This approach will help ensure that those with an interest in the Project are informed of the consultation and have the opportunity to participate.

9.4.4. Through the consultation activities outlined above, the consultation will be open to anyone who wishes to provide feedback on the Project. We welcome comments from local communities, landowners, businesses, community councils, stakeholders and any other individuals or organisations with an interest in the Project.

9.5 WHO WE WILL CONSULT

COMMUNITIES WITHIN THE CONSULTATION ZONE

9.5.0. We will engage with the communities and stakeholders living and working within the consultation zone. This includes residents, businesses, landowners, community councils and elected representatives who may be affected by, or have an interest in, the Project.

SELDOM HEARD GROUPS

9.5.1. We recognise that some individuals and groups may face barriers to taking part in the consultation process. This may include young people, older people and people with disabilities or learning difficulties. Requests for consultation materials in alternative formats, such as Braille, translated materials or formats suitable for those with literacy difficulties, will be considered on a case-by-case basis to help ensure that information is accessible to all.

PEOPLE WITH AN INTEREST IN LAND

9.5.2. We will engage with landowners, occupiers and others with a legal interest in land that may be affected by the Project.

While feedback received during the consultation period is important in informing the development of the Project, we are also committed to maintaining ongoing dialogue with affected parties as the design continues to evolve.

An Infrastructure Consent Order can include powers to acquire land and interests in land. GreenGen Cymru will engage with all affected landowners to seek to agree the rights required by agreement, where relevant.

LOCAL STAKEHOLDER ORGANISATIONS

9.5.3. We will engage with a range of local stakeholder organisations that have relevant interests, knowledge or expertise relating to the Project. This may include organisations representing environmental, landscape, biodiversity, heritage, agricultural, tourism, recreation and community interests.

9.5.4. Local stakeholder organisations also include local business groups, schools, universities, sports clubs, wildlife organisations, youth groups, farming representatives and community organisations.

PRESCRIBED AND NON-STATUTORY STAKEHOLDERS

9.5.5. In accordance with the Infrastructure (Wales) Act2025[13], we will consult with prescribed consultees and other relevant stakeholders whose responsibilities, operations or expertise may be relevant to the Project.

9.5.6. This includes Local Authorities, County and Community Councils, NRW, Cadw, local highway authorities, the Health and Safety Executive, Welsh Ministers and other statutory and non-statutory bodies, as appropriate.

9.6 WHAT WE ARE CONSULTING ON

9.6.0. We are consulting on the **Draft Route Alignment - Autumn 2026** that will provide a connection between the proposed Nant Mithil Energy Park, located to the east of Llandrindod Wells in Powys, to the proposed National Grid

[13] Implementing the regulations of The Infrastructure Consent (Pre-Application and Application Procedure and Transitional Provisions) (Wales) Regulations 2025, The Infrastructure Consent (Examination and Decision) (Procedure) (Wales) Regulations 2025, The Infrastructure Consent (Compulsory Acquisition) (Wales) Regulations 2025, The Infrastructure Consent (Miscellaneous Provisions) (Wales) Regulations 2025, The Infrastructure Consent (Fees) (Wales) Regulations 2025.

substation, near Llandyfaelog, Carmarthenshire. This will be achieved through a 132kV (132,000-volt) electricity connection, comprised of overhead and underground infrastructure. As well as connecting the Nant Mithil Energy Park into the wider electricity network, the Project will also provide the necessary infrastructure to connect other, future renewable energy generation schemes to this network.

9.6.1. We are asking for feedback on:

- The **Draft Route Alignment – Autumn 2026**
- Approximately 98 km of new overhead line,including the proposed locations of wood poles and monopoles, a new structure type proposed along much of the route.
- The proposed switching station site in Section 4, located to the north-east of Llanwrda.
- Approximately 6 km of underground cable in Section 5, including crossings beneath the A40, the River Towy, the B4300 and the B4310.
- Proposed temporary access areas and compounds required during construction.
- Any issues, opportunities or considerations that should be taken into account as the Project continues to be developed.
- Your experience of the consultation process and the information we have made available.

9.6.2. Feedback received during this consultation will help inform the continued development and refinement of the Project. We will also continue to undertake environmental, technical and engineering studies to support the Environmental Impact Assessment (EIA) and finalise the Project design.

9.6.3. In accordance with PEDW guidance and statutory requirements, there will be further opportunities to comment on the Project through future statutory consultation and, following submission of the application, through the formal examination process.

9.7 PUBLIC EXHIBITIONS

9.7.0. We will hold community events to give people the opportunity to talk to our team and ask questions. Large scale maps, photos and other materials will be available to view at physical events. Welsh and English-speaking staff will be at all events.

Table 9.1: Public exhibitions

Location	Date	Time
Montgomery Pavilion, Royal Welsh Showground, Builth Wells, LD2 3SY	Wednesday 14 October 2026	2pm to 7pm
Llandovery Rugby Club, Church Bank, Llandovery, SA20 0BA	Thursday 15 October 2026	2pm to 7pm

Penybont District Community Centre, nr Llandrindod Wells, LD1 5UA	Friday 16 October 2026	2pm to 7pm
Llanarthney Community Hall, Llanarthney, Carmarthen, SA32 8JD	Wednesday 21 October 2026	12:30pm to 5:30pm
Llandeilo Fawr Civic Hall, 17 Crescent Road, Llandeilo, SA19 6HW	Thursday 22 October 2026	9:30am to 2:30pm
Llandyfaelog Community Hall, Carmarthenshire, SA17 5PA	Saturday 24 October 2026	11am to 4pm

9.8 CONSULTATION MATERIALS

9.8.0. We are producing materials for this consultation, as set out in the table below. These are intended for the public and provide information on our Project to support providing feedback.

Table 9.2: Consultation materials

Consultation material	Overview
Project website	The Project website provides information about the Project and hosts all consultation materials. It includes a digital feedback form, interactive maps, visualisations and details of how to participate in the consultation.
Consultation leaflet	A consultation leaflet providing an overview of the Project and information on how to find out more, including details of the Project website, contact information for the Project team and community consultation events. The leaflet will be distributed to all properties within the consultation zone.
Consultation brochure	A standalone, comprehensive brochure providing a detailed overview of the Project, including maps of the **Draft Route Alignment – Autumn 2026**. The brochure will also explain how the Project has evolved since the **Draft Route Alignment – Spring 2024** consultation, including key design refinements and the factors that have influenced route development. The brochure will be available to download from the Project website and will be available in hard copy at community consultation events.
Frequently Asked Questions (FAQs)	A document addressing common questions and themes raised through previous consultation and

Consultation material	Overview
	engagement activities, together with information relating to the current consultation proposals.
Consultation feedback form	Feedback forms will be available in both digital and hard-copy formats, enabling consultees to provide comments on the Project and consultation materials.

9.8.1. The consultation materials listed above will be available online via the Project website, in hard copy at community consultation events and, where reasonably requested, directly from the Project team.

9.8.2. We will seek to accommodate reasonable requests for copies of consultation documents. Consultation materials will be provided free of charge in digital format. Requests for hard-copy documents will be considered on a case-by-case basis, and a reasonable copying charge may apply, where appropriate.

9.9 3D VISUALISATION

9.9.0. Interactive 3D visualisations will be available at all community consultation events, with associated interactive mapping available via the Project website. Together, these tools will enable consultees to explore the **Draft Route Alignment – Autumn 2026** from a range of representative locations, supporting a better understanding of the Project and its potential visual effects.

9.10 ENQUIRIES AND INFORMATION

9.10.0. We operate a dedicated freephone enquiry line 0800 3777 339 for Welsh and English speakers between 9.00am and 5.00pm, Monday to Friday. Outside these hours, an answering service will be available to receive messages. Consultees may also contact the Project team via email or Freepost.

9.11 RESPONDING TO THE CONSULTATION

9.11.0. There will be several ways to provide feedback:

- Complete the online feedback form at **www.greengencymru.com/towy_usk**
- Complete a paper feedback form, available at community consultation events, or submit your comments in an alternative written format, and return them to FREEPOST GREEN GEN TOWY USK.
- Email your feedback to **info@greengentowyusk.com**.
- Feedback will need to be received by 23.59 on Tuesday 24 November 2026. Any feedback received after this day may not be considered by our team.

9.12 NEXT STEPS

9.12.0. In line with Green GEN Cymru's 'Approach to Routeing Grid Infrastructure in Wales'[14], following consultation with stakeholders including landowners and the community, and following a review of consultation responses, to the Draft Route Alignment Stage Three Consultation - Autumn 2026 will be refined further to take account of feedback.

9.12.1. We will review feedback alongside our obligations to consider:

- Environmental and socio-economic assessments;
- Our duties to develop a safe, efficient and affordable connection; and
- Planning policy and related guidance.

9.12.2. We will present the outcome of this analysis in a Consultation Report, which will provide an account of the comments we have received, set out the issues raised and explain how we have considered them in refining the Project design for the draft route alignment. Where we have not altered our proposals to reflect issues raised, we will explain our reasoning.

9.12.3. We anticipate publishing the Consultation Report to coincide with the launch of the statutory consultation, which will present a proposed design for the route, including monopole locations and any areas of undergrounding. This statutory stage of consultation will allow us to gather and consider final comments that may help finalise the design before we submit our application. Between this third non-statutory consultation and the statutory consultation, we will keep people up-to-date with relevant news on the Project. This will include stakeholder briefings and community updates for those that sign up to be kept informed via the Project website, with community newsletters and web updates.

9.12.4. Our consultation may be supplemented by additional consultations should the proposals benefit from further community and stakeholder input. Should this be required, we will advertise the supplementary consultations and consultees will be notified.

9.12.5. During and after this stage of consultation, we will look to engage and establish an ongoing dialogue with all landowners potentially affected by the Project.

9.12.6. In addition to the formal consultation periods, ongoing engagement with statutory and non-statutory bodies will take place throughout the pre-application process.

[14] https://greengencymru.com/wp-content/uploads/Approach-to-Routeing-Grid-Infrastructure-in-Wales.pdf

APPENDIX A – DETAILED OVERVIEW OF THE DRAFT ROUTE ALIGNMENT

GREEN GEN CYMRU

TOWY USK GRID CONNECTION

Appendix A: Detailed Overview of the Draft Route Alignment – Autumn 2026

October 2026

POWERING
A POSITIVE
ENERGY FUTURE
FOR WALES

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CHAPTER 1 – INTRODUCTION

1.1 INTRODUCTION

1.1.1. This document provides a section-by-section overview of the **Draft Route Alignment – Autumn 2026** which will be consulted on at the Stage Three Non-Statutory Consultation Autumn 2026 (refer to Chapter 9 of the Routeing and Consultation Report – Stage Three Non-Statutory Consultation for more information on the consultation process). The **Draft Route Alignment – Autumn 2026** has been split into five sections for ease of reference for gathering public feedback.

1.1.2. This document should be read alongside **Figure 1: Draft Route Alignment and Key Constraints** in **Appendix B** of the main document, which will aid understanding of the detailed descriptions of each section.

1.1.3. This document includes the reasons for the current selection of the route and ongoing consideration of the route alignment, as well as outlining key changes made in progressing from the **Draft Route Alignment – Spring 2024** to the **Draft Route Alignment – Autumn 2026**.

1.2 KEY CLARIFICATIONS AND DEFINITIONS

1.2.1. Where this document states that the route 'spans' a feature, this means that overhead conductors cross above the feature, but no wood pole or monopole is proposed within its mapped boundary.

1.2.2. 'Angle' (or 'tension') wood poles or monopoles are support structures used when the route needs to change direction by more than a small deviation angle.

1.2.3. There are instances where this document describes the Limits of Deviation as 'crossing', 'clipping' or 'interacting with' sensitive features. As explained in the main document, the Limits of Deviation represent the maximum area of siting flexibility currently being assessed. Inclusion of land within the Limits of Deviation does not mean that infrastructure or works will necessarily be placed there and sensitive features will be avoided or effects reduced through detailed design where reasonably practicable.

CHAPTER 2 – SECTION 1: NANT MITHIL TO ABEREDW HILL

2.1 SUMMARY OF SECTION 1

2.1.1. Section 1 includes 94 wood poles (P1 to P94) spanning a distance of approximately 11.7 kilometres between the proposed Nant Mithil Energy Park and Aberedw Hill. There are no monopoles proposed in Section 1.

2.2 SELECTION OF THE DRAFT ROUTE ALIGNMENT – AUTUMN 2026

2.2.1. The key reasons for the selection of the **Draft Route Alignment – Autumn 2026** in Section 1 are as follows:

- It avoids/ spans all mapped peat;
- It maintains a reasonable distance from the settlement of Pontffranc;
- It avoids crossing all mapped ancient woodland and National Forest Inventory (NFI) woodland, other than one location which is already designated as 'felled';
- It spans all mapped high sensitivity priority habitat; and
- No wood poles are located within fields that are mapped as best and most versatile land.

2.2.2. Location specific environmental constraints and information on the selection of the route alignment are described in full detail in the sections below.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: P1 TO P30

2.2.3. From the point of connection at the proposed Nant Mithil Energy Park the wood pole alignment routes immediately west to avoid a woodland block and mapped high sensitivity priority habitat.

2.2.4. Three angle wood poles are used to:

- Avoid isolated properties;
- Avoid ancient woodland blocks; and
- Keep to lower-lying ground as much as reasonably practicable.

2.2.5. From P7 the **Draft Route Alignment – Autumn 2026** routes further north than the **Draft Route Alignment – Spring 2024** to keep towards field boundaries and increase distance from isolated residential properties located to the south, while avoiding a block of ancient woodland. The **Draft Route Alignment – Autumn 2026** is preferable as it will minimise impacts to farming operations by keeping to the field boundaries.

2.2.6. The **Draft Route Alignment – Autumn 2026** does not cross any mapped ancient woodland and all wood poles have been located outside of mapped high sensitivity priority habitat. P1 is located within mapped NFI woodland

which is designated as 'felled' and therefore tree removal is not anticipated at this location.

2.2.7. An additional angle wood pole is used at P17 to divert the line south, taking a more direct alignment than the **Draft Route Alignment – Spring 2024**, whilst avoiding mapped high sensitivity priority habitat.

2.2.8. An area of Flood Zone 3 for rivers is spanned between P19 and P20, however no wood poles are proposed to be located within an area at high risk of flooding.

2.2.9. One residential property is located within 150 metres of a wood pole (P22).

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: P30 TO P69

2.2.10. Between P30 and P69, the **Draft Route Alignment – Autumn 2026** follows the same route as the **Draft Route Alignment – Spring 2024**.

2.2.11. Within this section, angle wood poles are used to:

- Route equidistant between scattered residential properties;
- Avoid crossing watercourses multiple times; and
- Keep to lower-lying ground where practicable.

2.2.12. No ancient woodland or NFI woodland is crossed by the **Draft Route Alignment – Autumn 2026**. All wood poles are located outside of mapped high sensitivity priority habitat; however, the Limits of Deviation extend into priority habitat in a few locations.

2.2.13. From P45 the **Draft Route Alignment – Autumn 2026** diverts south to avoid the settlement of Pontffranc located to the west.

2.2.14. An area of mapped peat is spanned between P45 and P46. No wood poles are proposed to be located on mapped peat, but further site investigations will be required to determine the extent of peat at this location. Infrastructure will be located to avoid peat where practicable.

2.2.15. One residential property is located within 150 metres of a wood pole (P55).

2.2.16. Afon Gwy SAC/ SSSI is spanned between P61 and P62. The designated site could not reasonably be avoided at this location as it follows the alignment of the watercourse which extends far to the south-east/ north-west. The wood poles have been sited over 50 metres from the SAC/ SSSI.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: P69 TO P94

2.2.17. The **Draft Route Alignment – Autumn 2026** routes south at P69 to avoid interacting with the Banc Hirllwyn SSSI and a small settlement located to the west. The route has been identified as it navigates a pinch point between a linear block of ancient woodland and two residential properties.

2.2.18. Angle wood poles are used to:

- Continue diverting the line to the west;
- Avoid isolated residential properties; and
- Cross the shortest distance of mapped flood risk.

2.2.19. The **Draft Route Alignment – Autumn 2026** and Limits of Deviation avoid all mapped ancient and NFI woodland. All wood poles avoid mapped peat and high sensitivity priority habitat, but the Limits of Deviation cross into an area of priority habitat at one location.

2.2.20. The Afon Gwy SAC/ SSSI is spanned by the **Draft Route Alignment – Autumn 2026** between P82 and P83. Wood poles are proposed to be located over 50 metres from the SSSI/ SAC.

2.2.21. One wood pole, P81, is located within Flood Zone 3. The area of flood risk could not reasonably be avoided at this location as the extent of flooding would exceed the maximum allowable span length for wood poles at this location[1].

2.2.22. From P85 to P94 the **Draft Route Alignment – Autumn 2026** routes further north than the **Draft Route Alignment – Spring 2024**. This change responds to consultation feedback while also providing minor environmental benefits by crossing a narrower line of trees than the **Draft Route Alignment – Spring 2024**.

2.2.23. Five residential properties are located within 150 metres of a wood pole; however, wood poles are less visually intrusive than monopoles and therefore impacts to the residential visual amenity of the properties are anticipated to be minimal but will be fully assessed through the EIA process .

[1] The maximum span lengths available for wood poles vary on a case-by-case basis and is influenced by a range of factors such as topography and ground conditions.

CHAPTER 3 – SECTION 2: ABEREDW HILL TO LLANGAMMARCH WELLS

3.1 SUMMARY OF SECTION 2

3.1.1. Section 2 includes 83 monopoles (T001 to T083) spanning a distance of approximately 18.9 kilometres between Aberedw Hill and Llangammarch Wells.

3.2 SELECTION OF THE DRAFT ROUTE ALIGNMENT – AUTUMN 2026

3.2.1. The key reasons for the selection of the **Draft Route Alignment – Autumn 2026** in Section 2 are as follows:

- It is considered an improvement to the constructability of the Project;
- It utilises lower-lying and flatter ground where reasonably practicable;
- It minimises impacts on long distance views;
- It avoids the settlement of Builth Wells;
- It maximises the distance from heritage assets where reasonably practicable; and
- It avoids/ spans all mapped peat and high sensitivity priority habitat.

3.2.2. A number of monopoles are located within fields that are mapped as best and most versatile agricultural land. Detailed Agricultural Land Classification field surveys are proposed to verify the mapped agricultural values of fields and their extents. No monopoles are located on mapped peat or high sensitivity priority habitat.

3.2.3. Location specific environmental constraints and information on the selection of the route alignment are described in full detail in the sections below.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T001 TO T014

3.2.4. From T002 the **Draft Route Alignment – Autumn 2026** deviates further west than the **Draft Route Alignment – Spring 2024** to route closer to the A481 and utilise lower-lying ground. The **Draft Route Alignment – Spring 2024** presented significant construction complexities due to routeing over steep slopes and the **Draft Route Alignment – Autumn 2026**, which also reduces impacts to long distance views, is preferred. Whilst the **Draft Route Alignment – Autumn 2026** routes closer to some residential properties, only two are within 150 metres for this stretch, as with the **Draft Route Alignment – Autumn 2026**.

3.2.5. Angle monopoles are used at T002, T006 and T013 to:

- Navigate mapped areas of ancient and NFI woodland;
- Maintain distance from Listed Buildings;
- Avoid spanning the A481; and
- Route over flatter ground to avoid sloped areas.

3.2.6. The **Draft Route Alignment – Autumn 2026** runs to the north-west of a listed farm building but is considered to be moderately screened by vegetation.

3.2.7. The **Draft Route Alignment – Autumn 2026** runs closer to Caer Einon Camp scheduled monument than the **Draft Route Alignment – Spring 2024**. However, by routeing over flatter, lower-lying ground it is considered that impacts to the heritage setting of the assets within the area will be reduced as the monopoles will appear less prominent within the landscape.

3.2.8. The **Draft Route Alignment – Autumn 2026** utilises angle monopoles to avoid mapped ancient woodland and NFI woodland as much as reasonably practicable. A block of mapped ancient woodland is crossed in one location between T008 and T009; the crossing of the ancient woodland could not reasonably be avoided at this location due to the presence of multiple ancient woodland blocks located to the east and west and to maintain the clearance distance from an operational wind turbine. The Limits of Deviation also clip ancient and NFI woodland edges in a number of locations within this section.

3.2.9. Two properties are located within 150 metres of a monopole.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T014 TO T038

3.2.10. Between T014 and T038, the **Draft Route Alignment – Autumn 2026** follows the same route as the **Draft Route Alignment – Spring 2024**.

3.2.11. An angle monopole is used at T014 to divert the **Draft Route Alignment – Autumn 2026** to the south which maximises the distance from the settlement of Builth Wells and the Builth Castle Scheduled Monument, located to the west.

3.2.12. T014 to T015 spans the River Wye, which is also designated as a SSSI and SAC (Afon Gwy SAC). Monopoles have been located over 50 metres from the SSSI and SAC.

3.2.13. T014 and T015 are located within Flood Zone 3 which is a high flood risk area. The positioning of monopoles within Flood Zone 3 could not reasonably be avoided at this location due to the extent of the mapped flood zone and the maximum span distances required for the monopoles[2]. Flood risk will be fully assessed and the results of that assessment will be reported within the Environmental Statement, which will be submitted as part of the infrastructure consent application for the Project.

3.2.14. The **Draft Route Alignment – Autumn 2026** clips the edge of an ancient woodland block located to the west of the alignment between T018 and T019. In addition, the **Draft Route Alignment – Autumn 2026** crosses a swathe of ancient and NFI woodland between T031 and T032. This route has been selected as it crosses the shortest width of ancient woodland. Interacting with ancient woodland at this location could not reasonably be avoided as the ancient woodland extends far to north and south of the **Draft Route Alignment – Autumn 2026**. The **Draft Route Alignment – Autumn 2026** is also constrained to the north by the settlement of Builth Wells and to the south by isolated properties and a continuation of woodland. The Limits of Deviation

[2] The maximum span lengths available for monopoles varies on a case-by-case basis and is influenced by a range of factors such as topography and ground conditions.

cross a smaller block of ancient woodland between T017 and T019 and to the south of T025.

3.2.15. Three residential properties are located within 150 metres of monopoles within this section.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T038 TO T054

3.2.16. At T038, the **Draft Route Alignment – Autumn 2026** continues north-west, to route equidistant between residential properties and closer to the A483. The **Draft Route Alignment – Autumn 2026** is heavily constrained to the south by blocks of ancient woodland and to the north by the settlement of Climery.

3.2.17. T039 to T040 spans the Afon Gwy SAC and Afon Irfon SSSI. The monopoles are located over 50 metres from the River Irfon and therefore any impacts can be managed during the construction and operational phases. T039 is located within Flood Zone 3.

3.2.18. Between T046 and T054, the **Draft Route Alignment – Autumn 2026** deviates from the **Draft Route Alignment – Spring 2024** to use shallower angle monopoles, which results in fewer monopoles being used overall. The re-route is preferable as it marginally reduces interaction with ancient woodland, increases the distance from three Grade II Listed Buildings, and avoids fields that are used for recreational drag racing.

3.2.19. Ancient woodland is crossed by the **Draft Route Alignment – Autumn 2026** between T047 and T048. The route has been selected as it crosses a marginally shorter width of ancient woodland when compared to the **Draft Route Alignment – Spring 2024**. The ancient woodland could not reasonably be avoided at this location due to a continuation of ancient woodland located to the south and scattered isolated properties and the settlement of Climery located to the north.

3.2.20. One property is located within 150 metres of a monopole within this section.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T054 TO T083

3.2.21. Between T054 and T083 the **Draft Route Alignment – Autumn 2026** follows the same route as the **Draft Route Alignment – Spring 2024**.

3.2.22. The **Draft Route Alignment – Autumn 2026** routes south-west from T054 to avoid an expanse of ancient and NFI woodland. Ancient woodland is crossed by the **Draft Route Alignment – Autumn 2026** between T056 and T057; this could not reasonably be avoided at this location due to the presence of an isolated property to the south and further woodland blocks located to the north and south. The Limits of Deviation interact with ancient woodland in an additional six locations. The **Draft Route Alignment – Autumn 2026** crosses NFI woodland between T070 and T071; crossing this woodland could not reasonably be avoided at this location due to a larger expanse of woodland located to the north and south. All other woodland is avoided between this section.

3.2.23. Residential properties are mostly concentrated towards the A483 and to the south of the **Draft Route Alignment – Autumn 2026**. An angle monopole has

been used at T059 to increase the distance between the **Draft Route Alignment – Autumn 2026** and an isolated property.

3.2.24. Between T062 and T063 the Afon Irfon SSSI and Afon Gwy SAC is spanned by the **Draft Route Alignment – Autumn 2026**. In addition to this, the Afon Irfon SSSI and Afon Gwy SAC is spanned again from T074 to T075 and from T085 to T086. All monopoles have been located over 50 metres from the SSSI/ SAC. The crossing of the SSSI/ SAC could not reasonably be avoided at this location as it follows the alignment of the River Irfon which runs in a generally east/west alignment and would require a diversion of at least 2.5 km.

3.2.25. T074 and T075 are located within Flood Zone 3 which is a high flood risk area. The positioning of monopoles within the flood zone could not reasonably be avoided at this location as the extent of the mapped flood risk exceeds the maximum span distances for monopoles.

3.2.26. The area is sparsely populated by residential properties; however, two properties are located within 150 metres of monopoles.

CHAPTER 4 – SECTION 3: LLANGAMMARCH WELLS TO LLANDOVERY

4.1 SUMMARY OF SECTION 3

4.1.1. Section 3 includes 77 monopoles (T084 to T161), spanning a distance of approximately 18.4 kilometres between Llangammarch Wells and Llandovery.

4.2 SELECTION OF THE DRAFT ROUTE ALIGNMENT – AUTUMN 2026

4.2.1. Other than a minor shift at T096, the **Draft Route Alignment – Autumn 2026** follows the **Draft Route Alignment – Spring 2024** in Section 3. Within this section, two options are still under consideration between T105 and T141, which are described in more detail later in this chapter.

4.2.2. The key reasons for the route selection in the other parts of Section 3 (i.e. T084 to T105 and T141 to T161) are as follows:

- It avoids all mapped ancient woodland;
- It avoids all mapped peat
- It avoids/ spans all mapped high sensitivity priority habitat;
- It avoids Rhos Dolau-Bran SSSI and Rhos Pant-tyle SSSI.

4.2.3. A number of monopoles at the south of Section 3 are located within fields that are mapped as best and most versatile agricultural land. Detailed Agricultural Land Classification field surveys are proposed to verify the mapped agricultural values of fields and their extents. No monopoles are located on mapped peat; however, large expanses of mapped peat are located within close proximity to the monopoles and therefore further ground investigations will be required to determine the extent of peat across the area.

4.2.4. Location specific environmental constraints and information on the selection of the route alignment are described in full detail in the sections below.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T084 TO T104

4.2.5. Between T084 and T104 the **Draft Route Alignment – Autumn 2026** follows the same route as the **Draft Route Alignment – Spring 2024**, although some monopoles have been shifted within the same or adjacent fields to improve the constructability of the Project.

4.2.6. Multiple angle monopoles are used to:

- Route equidistant between isolated properties;
- Avoid small settlements;
- Avoid linear blocks of ancient woodland; and
- Avoid mapped priority habitat.

4.2.7. Between T084 and T104, the **Draft Route Alignment – Autumn 2026** avoids all mapped ancient and NFI woodland. A small area of ancient woodland is clipped by the Limits of Deviation in two locations, near T085 and T104. It is

anticipated that the Limits of Deviation will be reduced at these locations to avoid impacts to ancient woodland.

4.2.8. The Afon Irfon SSSI and Afon Gwy SAC are spanned between T091 and T092; however, monopoles are located beyond 50 metres from the SSSI/SAC.

4.2.9. The area is sparsely populated; however, an angle monopole is used at T086 to route in a south-westerly direction to pass equidistant between properties located to the east and west of the overhead line. One residential property is located within 150 metres of a monopole.

4.2.10. T103 and T104 are located within Flood Zone 3 which is a high flood risk area. The positioning of monopoles within the flood zone could not reasonably be avoided at this location due to the extent of the mapped flood risk and the maximum span distances required for monopoles. Flood risk will be fully assessed and the results of that assessment will be reported within the Environmental Statement.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T105 TO T141

4.2.11. Between T105 and T141 two options remain under consideration: Option A and Option B, which are described further below.

4.2.12. Both options remain under consideration because further site-specific information is required before a preferred alignment can be confirmed. Engagement with Natural Resources Wales (NRW) regarding access to NRW-managed land at Crychan Forest is ongoing. Environmental and engineering surveys and assessment will be undertaken in due course to compare the options and inform the selection of a preferred alignment, taking account of environmental and engineering constraints and continued dialogue with NRW regarding forestry operations, operational access and other relevant requirements.

OPTION A

4.2.13. Option A avoids the Waen Rydd SSSI (recognised for its valuable lowland peat bog, wet heath, and marshy grassland habitats) and a large expanse of mapped peat. It is acknowledged that much of Option A crosses mapped NFI woodland known as Crychan Forest and that some of the woodland will be felled.

4.2.14. An angle monopole is used at T105 to divert Option A to the south-west, taking the most direct route possible past scattered residential properties. No residential properties are located within 150 metres of proposed monopole locations.

4.2.15. Between T114A and T136A, Option A crosses a large expanse (approximately 5.2 kilometres) of NFI woodland known as Crychan Forest. It is understood that this is a commercial forestry owned by NRW. None of the woodland that is crossed within this section is mapped as ancient woodland.

4.2.16. Abererbwll Roman Fort, a Scheduled Monument, is located approximately 245 metres south of T131A. Option A routes between the Scheduled Monument and a nearby protected Roman road which is functionally and visually linked to the fort. Option A has the potential to visually intrude on the relationship

between the Roman road and the fort, which could affect the Scheduled Monument's setting.

4.2.17. Three monopoles are located on mapped high sensitivity priority habitat ('purple moor grass and rush pastures'). Locating monopoles on mapped priority habitat could not reasonably be avoided at these locations in order to maintain the required span distances for monopoles and avoid 'zig-zagging' the alignment. The Limits of Deviation cross into an additional expanse of high sensitivity priority habitat; it is anticipated that impacts to priority habitat would be mitigated during the construction phase.

4.2.18. Option A traverses more even terrain than Option B and remains largely within conifer plantation in Crychan Forest, which would reduce the extent of this section. It also requires less temporary land take and fewer tension structures as it benefits from more consistent topography.

OPTION B

4.2.19. Option B routes south-west from T105 at a shallower angle than Option A and passes to the north of Crychan Forest.

4.2.20. From T111B to T112B and from T112B to T113B, Option B spans mapped peat and mapped high sensitivity priority habitat of blanket bog/ raised bog. A further area of high sensitivity priority habitat of blanket bog/ raised bog is spanned between T118B and T119B. Further ground investigations would be undertaken to determine the extent of peat, and it would be avoided where reasonably practicable.

4.2.21. Between T112B and T113B, Option B spans Waen Rydd SSSI and passes approximately 285 metres south of the area that hosts the World Bog Snorkelling Championships.

4.2.22. One monopole (T112B) is located on mapped high sensitivity priority habitat ('lowland dry acid grassland'). Locating a monopole on mapped priority habitat could not reasonably be avoided at this location due to the extent of mapped priority habitat in the area and the need to maintain the required span distances.

4.2.23. NFI woodland is crossed between T124B and T138B. This woodland could not reasonably be avoided at this location due to its extent. The latter portion of this woodland is linked to mapped ancient woodland, which is approximately 60 metres from Option B at its closest point.

4.2.24. Option B is located further from the Abererbwll Roman Fort Scheduled Monument than Option A, which is considered to better preserve the functional and visual relationship between the fort and the Roman road.

4.2.25. No residential properties are located within 150 metres of proposed monopole locations.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T141 TO T161

4.2.26. Between P141 and P161, the **Draft Route Alignment – Autumn 2026** follows the same route as the **Draft Route Alignment – Spring 2024**.

4.2.27. The **Draft Route Alignment – Autumn 2026** exits Crychan Forest to the west, navigating scattered isolated properties and utilising a gap between woodland and mapped high sensitivity priority habitat.

4.2.28. At T141 an angle monopole is used to divert the line south-west at a greater angle to avoid a linear block of ancient woodland. The overhead line and monopoles avoid crossing the linear block of ancient woodland; however, the Limits of Deviation extend into the ancient woodland. Similarly, the Limits of Deviation clip ancient woodland in an additional location between T150 to T151. It is anticipated that construction activity will be managed to ensure impacts to ancient woodland are avoided at these locations.

4.2.29. NFI woodland is crossed from T156 to T157 and from T158 to T159. This woodland could not reasonably be avoided at this location due to large blocks of mapped ancient woodland located to west and the Rhos Dolau-Bran SSSI and residential properties located to the east.

4.2.30. T145 to T146 spans a large expanse of high sensitivity priority habitat. Monopoles have been carefully located outside of the mapped priority habitat; however, further ground investigations are required to determine the quality and extent of the mapped priority habitat.

CHAPTER 5 – SECTION 4: LLANDOVERY TO LLANDEILO

5.1 SUMMARY OF SECTION 4

5.1.1. Section 4 includes 89 monopoles (T162 to T251) spanning a distance of approximately 21.5 kilometres between Llandovery and Llandeilo.

5.2 SELECTION OF THE DRAFT ROUTE ALIGNMENT – AUTUMN 2026

5.2.1. The key reasons for the selection of the **Draft Route Alignment – Autumn 2026** in Section 4 are as follows:

- It increases the distance from residential settlements;
- It minimises visual impacts within a Registered Landscape of Outstanding and Special Interest, and Historic Landscape Area; and
- It minimises visual impacts on businesses.

5.2.2. Several monopoles are located on fields that are mapped as best and most versatile agricultural land. Detailed Agricultural Land Classification field surveys are proposed to verify the mapped agricultural values of fields and their extents .

5.2.3. No monopoles are proposed to be erected on mapped peat in this section. A number of sections of the overhead line span mapped peat and some monopoles are located adjacent to mapped peat. Therefore, further ground investigations will be undertaken to determine the extent of peat. Peat will be avoided where reasonably practicable.

5.2.4. A large proportion of Section 4 is located within a Historic Landscape Area, and some is within a Registered Landscape of Outstanding and Special Interest.

5.2.5. Location specific environmental constraints and information on the selection of the route alignment are described in full detail in the sections below.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T162 TO T177

5.2.6. Between T162 and T177 the **Draft Route Alignment – Autumn 2026** follows the same route as the **Draft Route Alignment – Spring 2024**.

5.2.7. From T162 the **Draft Route Alignment – Autumn 2026** continues south-west and runs parallel to the River Bran (Llandovery) and routes through a gap between an area of Flood Zone 3 and ancient woodland. Due to this being a particularly constrained area, two monopoles (T162 and T163) are located in Flood Zone 2.

5.2.8. The **Draft Route Alignment – Autumn 2026** has been routed to utilise gaps in woodland; however, there are two pinch points from T162 to T164 and from T175 to T176 where the Limits of Deviation cross into ancient woodland and NFI woodland respectively. It is anticipated that during construction, impacts

to woodland will be managed to avoid felling woodland as much as reasonably practicable.

5.2.9. Three monopoles are located on mapped high sensitivity priority habitat. This could not reasonably be avoided at this location due to linear blocks of ancient and NFI woodland and scattered residential properties located to the north and south of the route.

5.2.10. From T171 the route diverts to the west to maximise the distance between the **Draft Route Alignment – Autumn 2026** and the settlement of Llandovery.

5.2.11. Between T172 and T177, monopoles are located within the Tywi Valley Registered Landscape of Outstanding and Special Interest. Crossing this area could not reasonably be avoided at this location due to the extent of the designated area, which extends far north and south of the **Draft Route Alignment – Autumn 2026**.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T177 TO T221

5.2.12. Between T177 and T221 the **Draft Route Alignment – Autumn 2026** takes a more northern route than the **Draft Route Alignment – Spring 2024**, which better avoids the Twyi Valley Special Landscape Area and avoids routeing monopoles along the northern edge of the valley where they would be more visible. It also increases the distance of the route alignment from Llandovery and Llanwrda and moves it out of and away from the River Towy floodplain and associated priority habitat and flood zones. Both options interact with ancient woodland; however, there are slightly more ancient woodland areas along the **Draft Route Alignment – Autumn 2026**.

5.2.13. The **Draft Route Alignment – Autumn 2026** is slightly longer than the **Draft Route Alignment – Spring 2024** (by approximately 0.4 km) but it does not pose as many pinch points in relation to residential properties and also crosses the A40 on just one occasion, compared with two for the **Draft Route Alignment – Spring 2024**, meaning the **Draft Route Alignment – Autumn 2026** is slightly preferred from an engineering perspective.

5.2.14. On balance, the **Draft Route Alignment – Autumn 2026** is considered preferable.

5.2.15. The River Tywi is crossed by the **Draft Route Alignment – Autumn 2026** between T177 and T178, with monopoles located over 50 metres from the Main River. T178 is located within a Flood Zone 2, which could not reasonably be avoided at this location as the area of flood risk exceeds the maximum allowable span lengths for monopoles.

5.2.16. From T180 the **Draft Route Alignment – Autumn 2026** routes west to avoid residential properties and avoid large blocks of ancient and NFI woodland located to the south.

5.2.17. The **Draft Route Alignment – Autumn 2026** utilises gaps in mapped ancient woodland where practicable. An angle monopole is used at T201 to avoid properties to the east and to cross the shortest distance of a block of mapped ancient woodland between T206 and T207. An additional linear block of ancient woodland is crossed between T220 and T221. The crossing of ancient woodland could not reasonably be avoided at this location due to residential

properties and larger woodland blocks located within the area. Where ancient woodland cannot reasonably be avoided, the **Draft Route Alignment – Autumn 2026** aims to cross the shortest section to minimise impacts. NFI woodland is crossed in an additional five locations across this section.

5.2.18. Between T212 and T219 the **Draft Route Alignment – Autumn 2026** is located within the Tywi Valley Registered Landscape of Outstanding and Special Interest. Routeing through this area could not reasonably be avoided at this location due to the settlement of Llansadwrn located to the west and the continuation of the Registered Landscape of Outstanding and Special Interest to the east.

5.2.19. The **Draft Route Alignment – Autumn 2026** spans the River Dulais (Llanwrda) between T206 and T207, with monopoles located over 50 metres from the Main River. No monopoles are located within an area of flood risk.

5.2.20. Four properties are located within 150 metres of monopoles within this section.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T221 TO T251

5.2.21. T222 is located on an area of mapped high sensitivity priority habitat. This area could not reasonably be avoided at this location due to residential properties located to the east and ancient woodland located to the west. All other monopoles have been located to avoid mapped high sensitivity priority habitat for this stretch.

5.2.22. The **Draft Route Alignment – Autumn 2026** deviates from the **Draft Route Alignment – Spring 2024** between T224 and T240 to follow a more northern alignment to avoid the Tywi Valley Special Landscape Area and route along lower-lying ground to be less visible to nearby residential receptors. The **Draft Route Alignment – Autumn 2026** is considered preferable and an improvement on the **Draft Route Alignment – Spring 2024** from a landscape and visual perspective.

5.2.23. Between T224 and T234 the **Draft Route Alignment – Autumn 2026** avoids using angle monopoles and routes between mapped high sensitivity priority habitat, NFI woodland and residential receptors.

5.2.24. From T234 a number of angle monopoles are utilised to:

- Avoid scattered residential properties;
- Divert the line further south-west to avoid the River Dulais (Rhosmaen) and associated flood zone; and
- Navigate small blocks of ancient woodland.

5.2.25. The **Draft Route Alignment – Autumn 2026** crosses an area of mapped ancient woodland in one location between T247 and T248. The route has been selected to cross the shortest distance of the mapped ancient woodland possible. The ancient woodland could not reasonably be avoided at this location due to a larger block of ancient woodland located to the east and residential properties to the west. The Limits of Deviation clip ancient woodland in a few locations across this section; however, construction management measures will be implemented to ensure that impacts to ancient woodland are avoided where reasonably practicable.

5.2.26. No additional areas of NFI woodland are crossed by the **Draft Route Alignment – Autumn 2026**. The Limits of Deviation encroach into NFI woodland in some locations. Impacts to woodland will be managed during construction to minimise the extent of felling required.

5.2.27. No monopoles are located on mapped high sensitivity priority habitat.

5.2.28. The River Dulais (Rhosmaen) is spanned between T247 and T248. Monopoles are located over 50 metres from the river and all monopoles avoid mapped flood zones.

5.2.29. Three monopoles are located within 150 metres of residential properties.

CHAPTER 6 – SECTION 5: LLANDEILO TO LLANDYFAELOG

6.1 SUMMARY OF SECTION 5

6.1.1. Section 5 includes 103 monopoles (T252 to T355) (spanning a distance of approximately 27.9 kilometres) and a 6-kilometre section of underground cable between Llandeilo and Llandyfaelog.

6.2 SELECTION OF THE DRAFT ROUTE ALIGNMENT – AUTUMN 2026

6.2.1. The key reasons for the selection of the **Draft Route Alignment – Autumn 2026** in Section 5 are as follows:

- It better avoids the village of Cwrt Henri;
- For a 6 kilometre stretch it utilises underground cables instead of an overhead line to minimise impacts to the Towi Valley Registered Landscape of Outstanding and Special Interest and Special Landscape Area. No monopoles or wood poles are proposed across that stretch;
- It avoids an area of steep topography which improves the constructability of the underground cable;
- It navigates isolated residential properties; and
- It avoids ancient woodland.

6.2.2. Location specific environmental constraints and information on the selection of the route alignment are described in full detail in the sections below.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T252 TO T298

6.2.3. From T252, the **Draft Route Alignment – Autumn 2026** routes west avoiding small blocks of ancient and NFI woodland and residential properties. One monopole is located within 150 metres of a residential property.

6.2.4. From T260 the **Draft Route Alignment – Autumn 2026** deviates north-west to avoid Pen-y-bank, a residential settlement located to the south, and to maximise the distance from the Plas Dinefwr Registered Historic Park & Garden.

6.2.5. The **Draft Route Alignment – Autumn 2026** deviates from the **Draft Route Alignment – Spring 2024** to take a more southerly route between T285 and T298, which is considered preferable as it better avoids the settlement of Cwrt Henri.

6.2.6. The **Draft Route Alignment – Autumn 2026** does not cross any mapped ancient woodland; however, the Limits of Deviation extend into ancient woodland in multiple locations. Construction management measures will be implemented to ensure that ancient woodland is avoided where reasonably practicable.

6.2.7. Mapped NFI woodland which is connected to mapped ancient woodland is crossed in two locations from T263 to T264 and from T279 to T280. There is the potential this woodland will also be categorised as ancient woodland following further site investigations.

6.2.8. No monopoles are located on mapped high sensitivity priority habitat.

6.2.9. T293 to T294 spans the River Dulais (Dryslwyn). T294 is located approximately 30 metres from the river but is not located within a flood zone. No monopoles are located within flood zones.

6.2.10. Between T292 and T298 the **Draft Route Alignment – Autumn 2026** re-enters the Tywi Valley Registered Landscape of Outstanding and Special Interest.

6.2.11. The area is heavily constrained by scattered residential properties. The **Draft Route Alignment – Autumn 2026** has been selected to route equidistant between residential properties where possible. Nine properties are located within 150 metres of monopoles.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T298 TO T299 – UNDERGROUND CABLE SECTION

6.2.12. The Cable Sealing End Compound at T298 is located further south and east when compared to the **Draft Route Alignment – Spring 2024** to align with changes further north of the route. The **Draft Route Alignment – Autumn 2026** is preferred to the **Draft Route Alignment – Spring 2024** as it utilises softer bends and less steep topography, making it significantly more viable from a constructability perspective. The resulting changes do not result in any better or worse impacts in environmental terms.

6.2.13. The **Draft Route Alignment – Autumn 2026** utilises bends to navigate blocks of ancient and NFI woodland across this section. Whilst the **Draft Route Alignment – Autumn 2026** avoids ancient woodland, the Limits of Deviation cross ancient woodland in one location. Management measures will be implemented during construction to avoid the removal of ancient woodland where reasonably practicable.

6.2.14. The **Draft Route Alignment – Autumn 2026** crosses small, isolated pockets of high sensitivity priority habitat in a number of locations. This could not reasonably be avoided at these locations due to other constraints such as residential properties and expanses of ancient woodland. As the cable will be installed underground, impacts to priority habitat will be temporary as land can be re-instated following construction.

6.2.15. The **Draft Route Alignment – Autumn 2026** crosses an area of approximately 2.1 kilometres of best and most versatile agricultural land. Detailed agricultural classification surveys will be undertaken to understand the agricultural value and extent of land.

6.2.16. The Route Alignment does not cross mapped peat; however, the Limits of Deviation cross into an area of deep peat. During construction, the mitigation hierarchy will be implemented to, in the first instance, avoid or reduce impacts to peat.

6.2.17. The Afon Tywi SSSI/ SAC and associated Flood Zone 3 are crossed by the Route Alignment. The SSSI/ SAC could not reasonably be avoided at this location as it runs in an east/ west alignment; it is likely that trenchless construction methods will be used to cross the river.

6.2.18. This section continues to cross the Tywi Valley Special Landscape Area; however, as this section is proposed to be installed underground, long term visual amenity impacts are anticipated to be minimal.

6.2.19. The location of the Cable Sealing End Compound at T299 is located further west when compared with the **Draft Route Alignment – Spring 2024** to be on more level ground, facilitating more efficient construction processes.

6.2.20. The proposed Cable Sealing End Compounds have been located to avoid woodland, priority habitat, peat, areas of flood risk and heritage designations. The Cable Sealing End Compounds are also located over 150 metres from residential properties and have been located to minimise impacts to residential visual amenity.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T300 TO T337

6.2.21. From T300 to T303 the **Draft Route Alignment – Autumn 2026** follows the same route as the **Draft Route Alignment – Spring 2024**.

6.2.22. Between T303 and T310 the **Draft Route Alignment – Autumn 2026** deviates slightly to the north of the **Draft Route Alignment – Spring 2024** to avoid certain land parcels in order to minimise impacts on farming operations before spanning the A48 between T310 and T311.

6.2.23. Between T311 and T337 the **Draft Route Alignment – Autumn 2026** deviates to the south-east of the **Draft Route Alignment – Spring 2024** primarily to avoid the proposed upgrades to the A48 and planned development around Nantycaws. Due to this deviation, the **Draft Route Alignment – Autumn 2026** interacts with more mapped NFI woodland and mapped high sensitivity priority habitat, specifically purple moor grass and rush pasture. Despite this, more properties are beyond 150 metres from the **Draft Route Alignment – Autumn 2026** when compared with the **Draft Route Alignment – Spring 2024** and the former is considered preferable as it reduces impacts to the setting of heritage assets. On balance, the **Draft Route Alignment – Autumn 2026** does not give rise to more significant environmental constraints when compared to the **Draft Route Alignment – Spring 2024** and therefore is considered acceptable.

6.2.24. Between T300 and T337 all mapped ancient woodland is avoided by monopoles, the overhead line and Limits of Deviation.

6.2.25. The **Draft Route Alignment – Autumn 2026** crosses NFI woodland in four locations, and several monopoles are located on mapped high sensitivity priority habitat, specifically purple moor grass and rush pastures. The avoidance of NFI woodland and priority habitat is not possible across this section due to the area being more densely populated by residential properties.

6.2.26. The **Draft Route Alignment – Autumn 2026** passes equidistant through a residential pinch point at T306, whereby three properties are located within

150 metres of T306. This could not reasonably be avoided at this location as the area is heavily constrained by residential properties located to the north and south.

6.2.27. Large swathes of mapped peat are located around this section of the **Draft Route Alignment – Autumn 2026**. Monopoles have been located to avoid mapped peat where possible; however, two monopoles, T317 and T325, are located on mapped peat. This could not reasonably be avoided at this location due to residential properties and woodland located to the north and south of the route. The Limits of Deviation also interact with large swathes of peat located to the north and south; further field investigations are required to determine the depth and extent of peat across the surrounding area, and it would be avoided where reasonably practicable.

DRAFT ROUTE ALIGNMENT – AUTUMN 2026: T337 TO T355

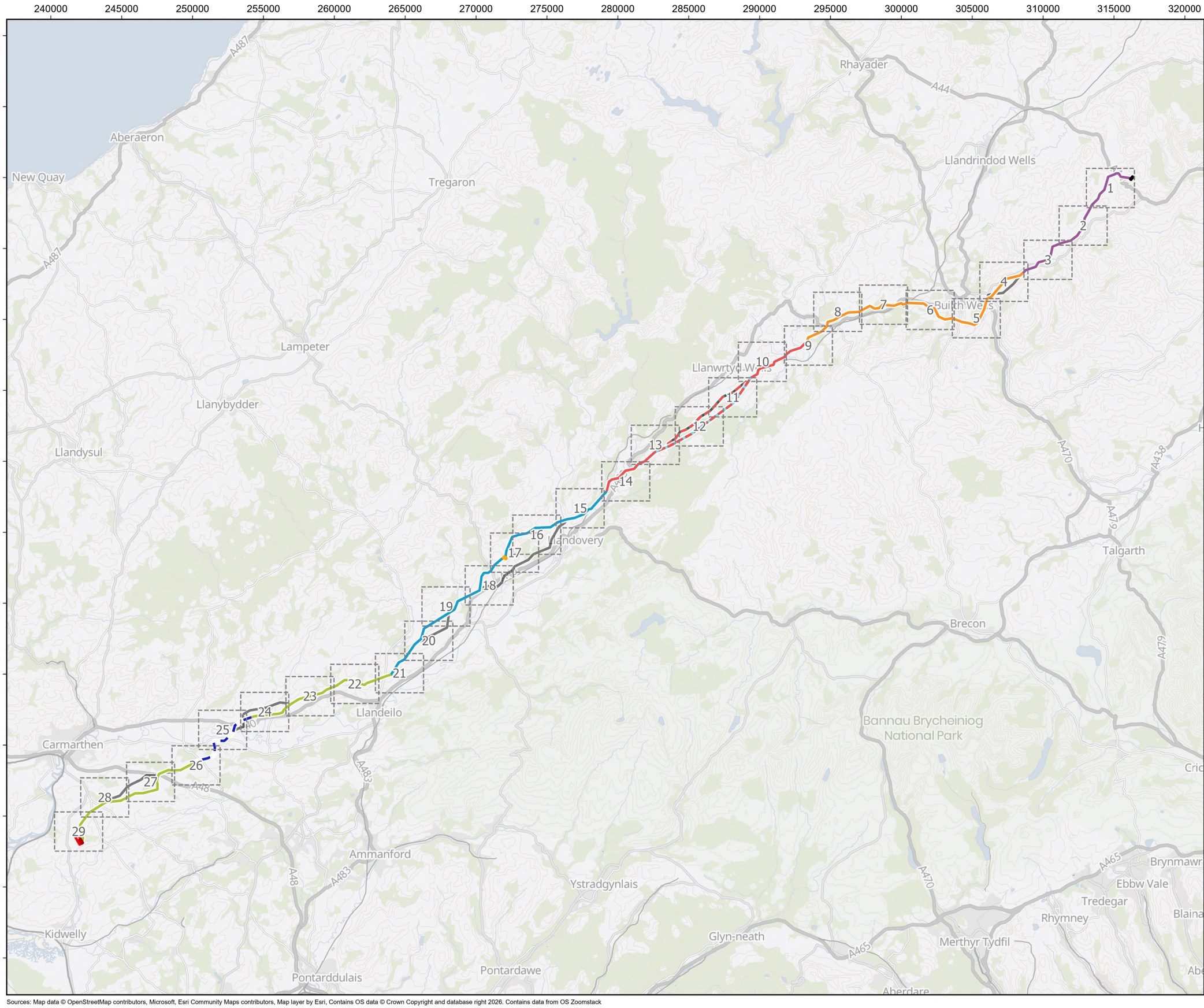
6.2.28. Between T337 and T355, the **Draft Route Alignment – Autumn 2026** mostly follows the **Draft Route Alignment – Spring 2024**, with a small deviation from T349 onwards to refine the angle of connection into the proposed Llandyfaelog Substation and to minimise third-party interactions. The **Draft Route Alignment – Autumn 2026** has been progressed as it is not considered to introduce any additional environmental constraints when compared with the **Draft Route Alignment – Spring 2024**.

6.2.29. Between T337 and T355, the **Draft Route Alignment – Autumn 2026** and Limits of Deviation do not interact with any ancient or NFI woodland, mapped high sensitivity priority habitat or peat.

6.2.30. T355 is located on mapped best and most versatile land, whereas all other monopoles are located on land that is mapped as Grade 3b Agricultural Classification Land and higher. Detailed Agricultural Land Classification field surveys are proposed to verify the mapped agricultural values of fields and their extents. The **Draft Route Alignment – Autumn 2026** uses a number of angle monopoles to redirect the alignment to the west to join the Llandyfaelog Substation, navigating scattered residential properties. The **Draft Route Alignment – Autumn 2026** is heavily constrained by residential properties, and therefore four properties are located within 150 metres of monopoles.

6.2.31. The **Draft Route Alignment – Autumn 2026** terminates at T355 where it will connect to the proposed Llandyfaelog Substation for distribution across the wider national transmission network.

APPENDIX B – FIGURE 1: DRAFT ROUTE ALIGNMENT AND KEY CONSTRAINTS



Legend:

- Page References
- Location of Grid Connection to Nant Mithill Energy Park
- Proposed Location for Switching Station
- Proposed NGET 400kV Substation
- Proposed GGC Platform

Draft Route Alignment – Autumn 2026

Proposed Wood Pole OHL Alignment

- Section 1

Proposed Monopole OHL Alignment

- Section 2
- Section 3
- Section 3 (Option A)
- Section 3 (Option B)
- Section 4
- Section 5

Proposed Underground Cabling Alignment

- Section 5

Draft Route Alignment – Spring 2024

- Proposed Alignment

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



Rev	Date	Description	Drn	Chk	App
06	02/10/2026	Updated Legend	CJ	MM	WH
05	17/09/2026	Updated Legend	DL	MM	WH
04	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

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TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Overview)

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P1 P2 P3 P4 P5 P6 P7 P8 P9 P10 P11 P12 P13 P14 P15 P16 P17 P18 P19 P20 P21 P22 P23 P24 P25 P26 P27 P28 P29 P30 P31 P32 P33 P34 P35 P36 P37 P38

A44 Rive Edw Pye Corner Fron Goch Gwernargllwyddd Blaen Edw Cwm-Bolter Cwm maerdy Llannerch Farm Llanvenny Wood The Van Van y Graig River Edw

Legend:

- Location of Grid Connection to Nant Mithill Energy Park

Draft Route Alignment – Autumn 2026

- Section 1 Wood Pole Locations
- Section 1 OHL Alignment

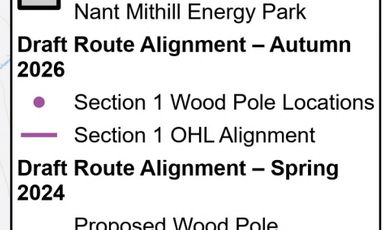
Draft Route Alignment – Spring 2024

- Proposed Wood Pole Locations
- Proposed OHL Alignment

Key Constraints

- Operational/Constructed Wind Turbines
- Grade II Listed Buildings
- Scheduled Monuments
- Sites of Special Scientific Interest
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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06	17/09/2026	Updated Legend	DL	MM	WH
05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

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TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 1 of 29)

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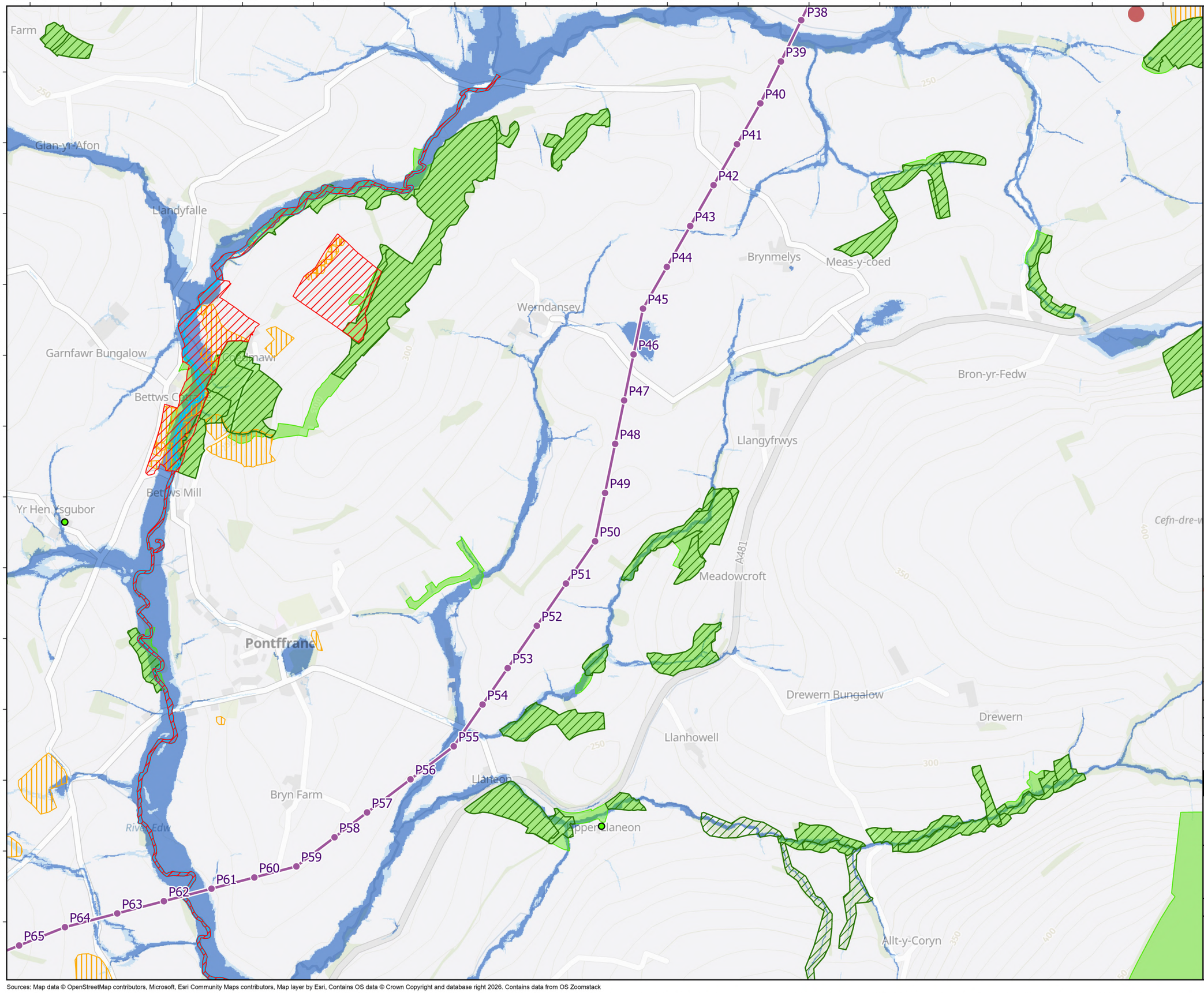

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Draft Route Alignment – Autumn 2026

- Section 1 Wood Pole Locations
- Section 1 OHL Alignment

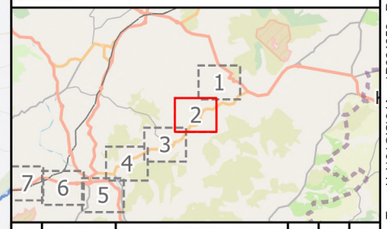
Draft Route Alignment – Spring 2024

- Proposed Wood Pole Locations
- Proposed OHL Alignment

Key Constraints

- Grade II Listed Buildings
- Scheduled Monuments
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

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TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 2 of 29)

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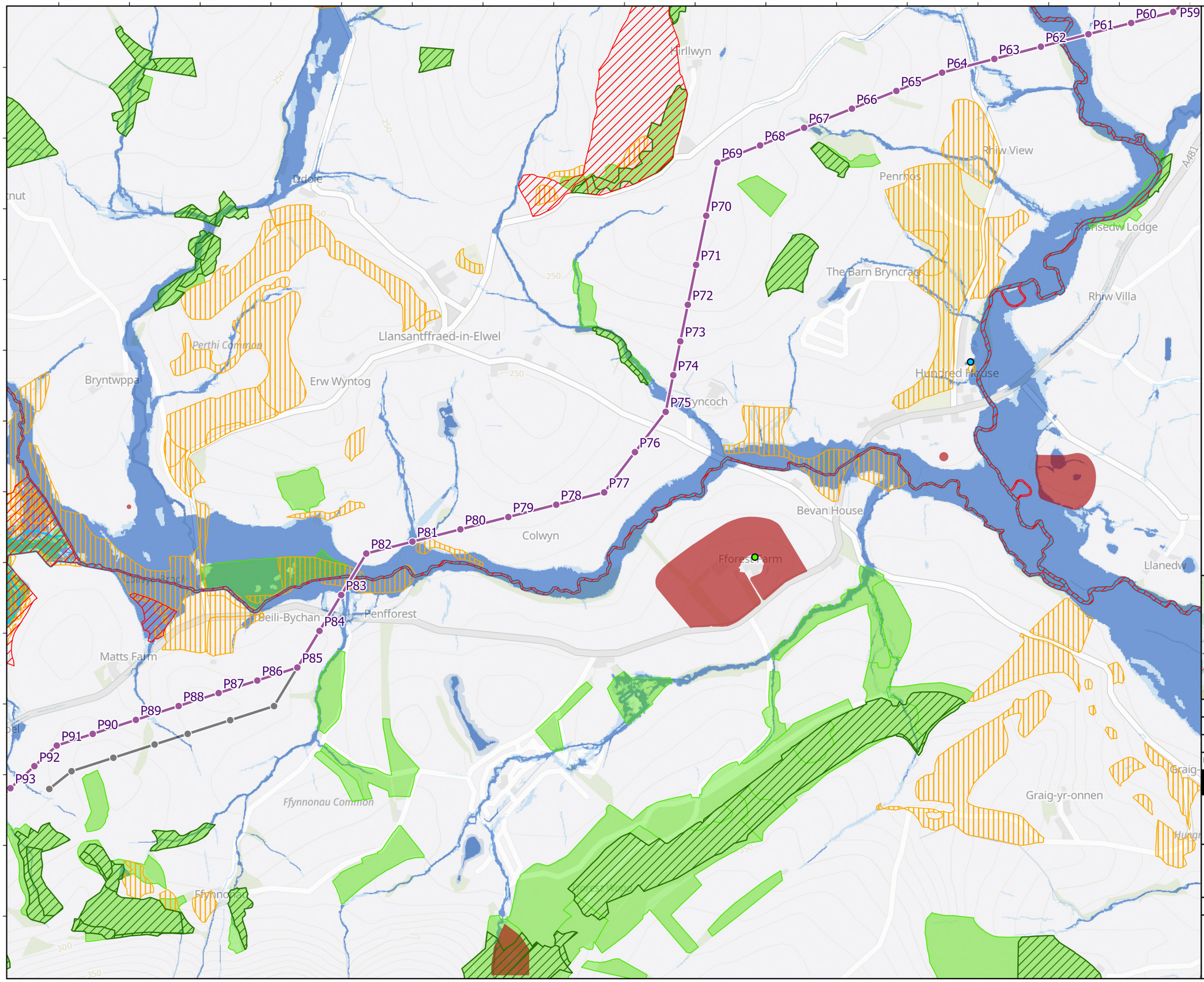

Legend:

Draft Route Alignment – Autumn 2026

- Section 1 Wood Pole Locations
- Section 1 OHL Alignment

Draft Route Alignment – Spring 2024

- Proposed Wood Pole Locations
- Proposed OHL Alignment

Key Constraints

- Grade II Listed Buildings
- Grade II* Listed Buildings
- Scheduled Monuments
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
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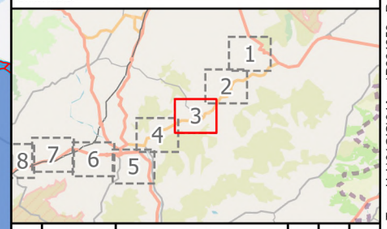
Units: Meter



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05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 3 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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Kilometres

Scale: 1:10,000 @ A3

REV 07

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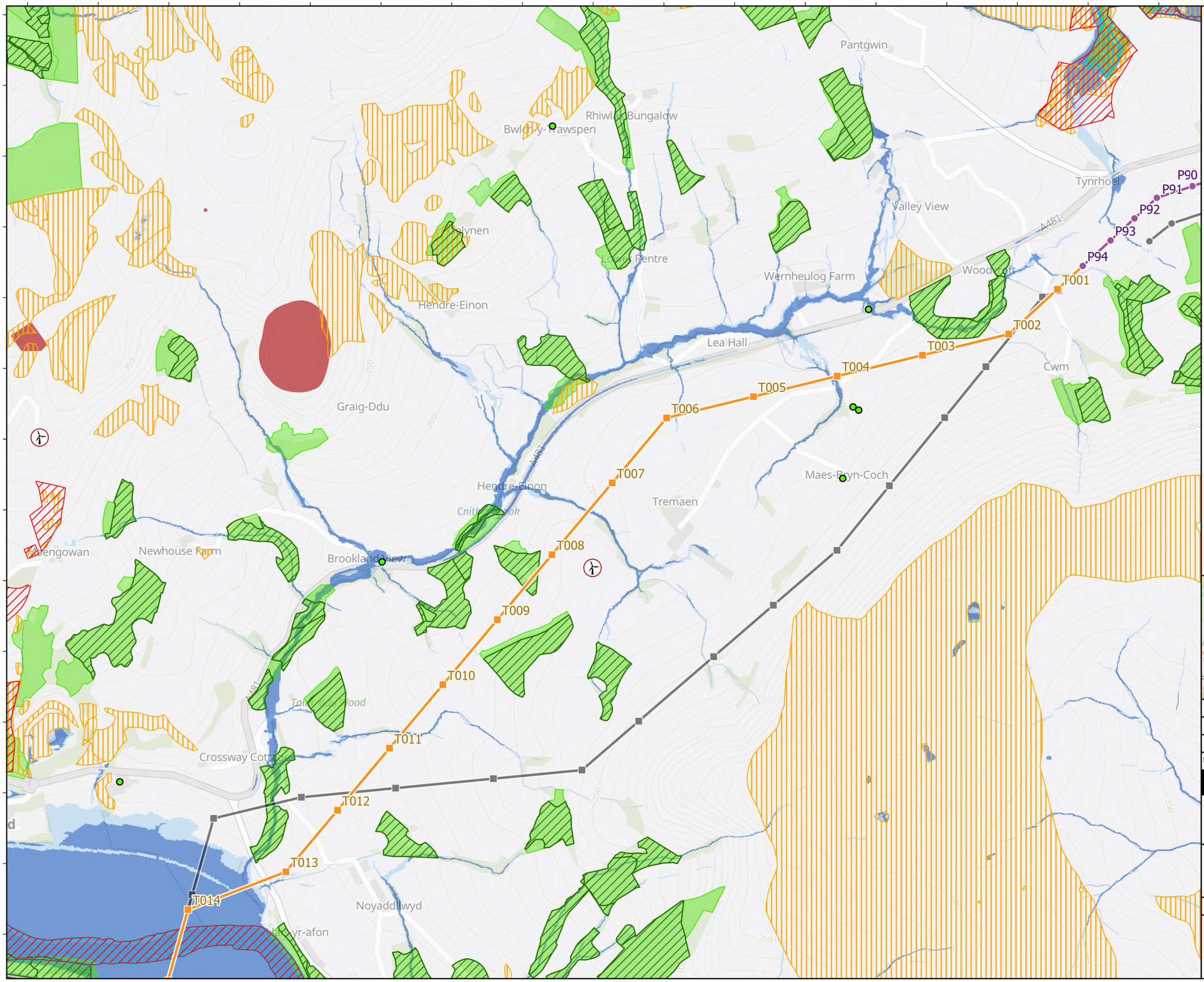


Legend:

Draft Route Alignment – Autumn 2026

- Section 1 Wood Pole Locations
- Section 2 Monopole Locations
- Section 1 OHL Alignment
- Section 2 OHL Alignment

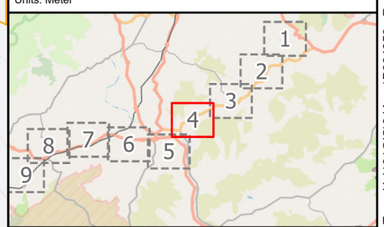
Draft Route Alignment – Spring 2024

- Proposed Wood Pole Locations
- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Operational/Constructed Wind Turbines
- Grade II Listed Buildings
- Scheduled Monuments
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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06	17/09/2026	Updated Legend	DL	MM	WH
05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

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TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 4 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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251400 251200 251000 250800 250600 250400 250200 250000 249800 249600 249400 249200 249000 248800

Builth Wells
Copper Pot Barn or Ty Thomas
Duhonw Lodge
Aberduhonw Farm or Aberduhonw
Tynllwyn
Llanfaredd
Glanwye
Glanwye Wood
Glyn-Uchaf
Llwynneuadd
The Hall
Glyn Farm
Newry Farm
Erwgilfach
Maes-y-cwm
Dol-Llyn-Wydd
Pwllgwyn
Penlangrug
Dol-Fach
Jowarne
Ty Gwyn
Afon Wye / River Wye
A470
B4567
B4520
Hay Road
Newry Rd
Brecon Road
Cnwc-y-Llo Rd

T015 T016 T017 T018 T019 T020 T021 T022 T023 T024 T025 T026 T027 T028 T029

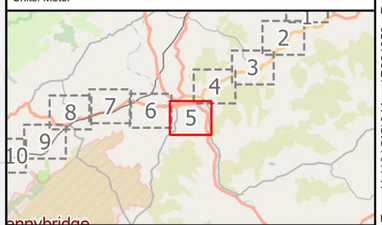
Legend:

Draft Route Alignment – Autumn 2026
- Section 2 Monopole Locations
- Section 2 OHL Alignment

Draft Route Alignment – Spring 2024
- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints
- Grade II Listed Buildings
- Grade II* Listed Buildings
- Scheduled Monuments
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Conservation Areas
- Priority Habitat
- Historic Landfill Sites
- National Forest Inventory (2024)
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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06	17/09/2026	Updated Legend	DL	MM	WH
05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 5 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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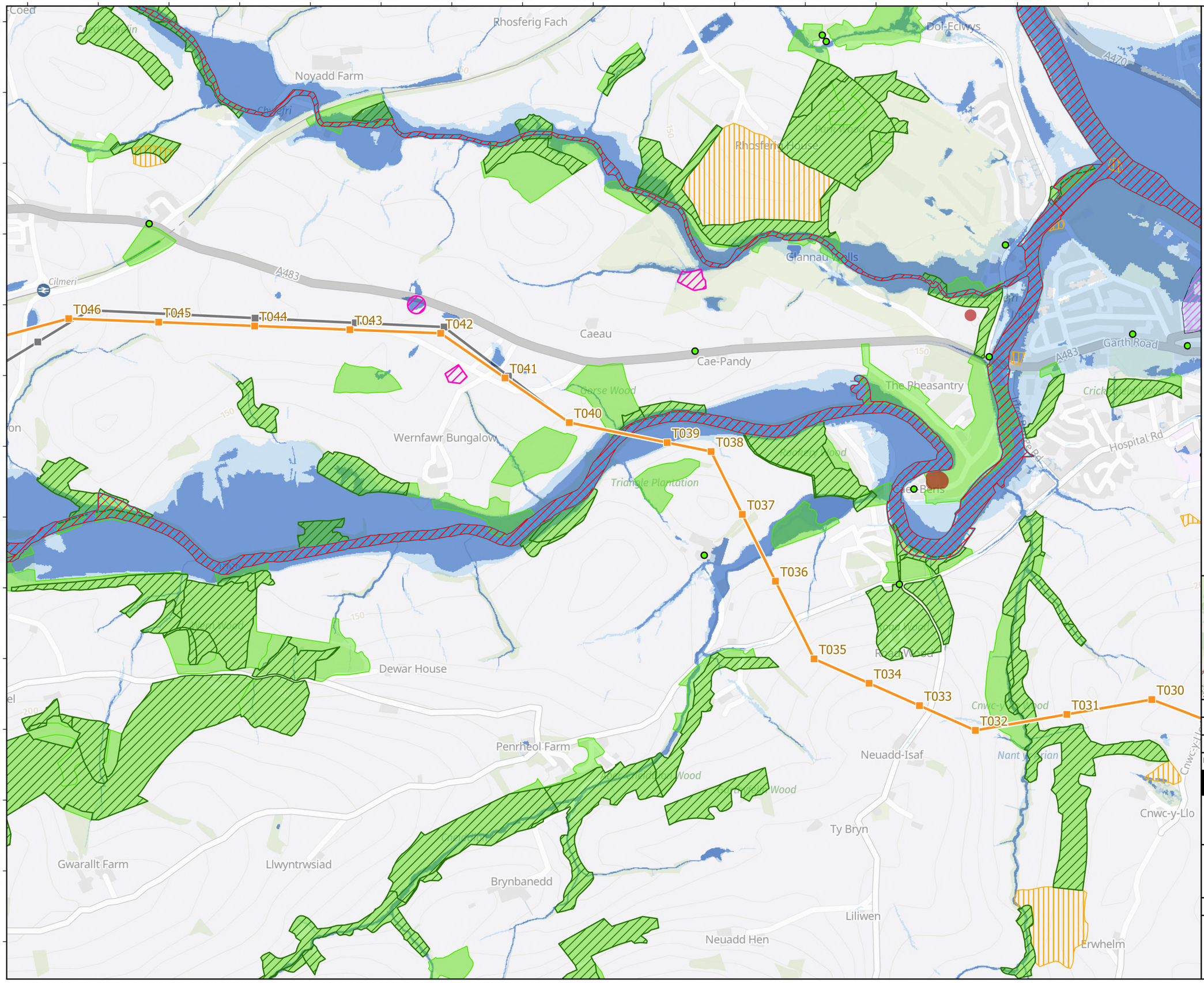


Legend:

Draft Route Alignment – Autumn 2026

- Section 2 Monopole Locations
- Section 2 OHL Alignment

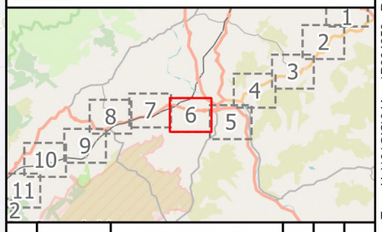
Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Grade II Listed Buildings
- Scheduled Monuments
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Conservation Areas
- Priority Habitat
- Historic Landfill Sites
- National Forest Inventory (2024)
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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06	17/09/2026	Updated Legend	DL	MM	WH
05	24/08/2026	Updated Symbology	CJ	MM	WH

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RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 6 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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252400 252200 252000 251800 251600 251400 251200 251000 250800 250600 250400 250200 250000 249800

Cil-Micney
Comin Cefn-poeth
Coed Wern-y-fuwch
Wern-y-fuwch
Tower Hill
Dan-y-Coed
Gwaun-Nelly
Cefn-Poeth
Carreghlyn
Hill-View
Cilmery
Cilmery Farm
Cilmery Lodge
Llwyngwyn
Rhosfawr
Nant Llawelyn
T047
T048
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Rabbit Warren
Glanrafon
Rhedyn
Rhos-y-Deri
Blythes Barn
Llanfechan
A483
Hendre
Dan-yr-Allt
Coed Cowyn Farm
Libanus Chapel

Legend:

Draft Route Alignment – Autumn 2026

- Section 2 Monopole Locations
- Section 2 OHL Alignment

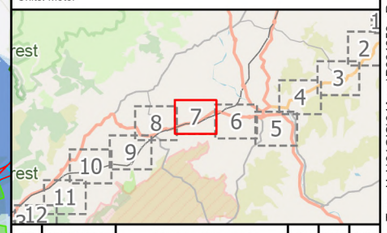
Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Grade II Listed Buildings
- Scheduled Monuments
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- Historic Landfill Sites
- National Forest Inventory (2024)
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 7 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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251800 251600 251400 251200 251000 250800 250600 250400 250200 250000 249800 249600 249400 249200

Penlan
Penbank
Derwen Deg
Ty-Mawr
Tysegur
Esgaircoedifor
Rhos-y-gilwern
Talcoed
Garth Bank
Brest-y-Garth
Melin-y-garth
Garth House
Llwynpiod
Ysgubor Aberbwtran
Riverside House
Boxers Barn
A483

T063 T064 T065 T066 T067 T068 T069 T070 T071 T072 T073 T074 T075 T076 T077

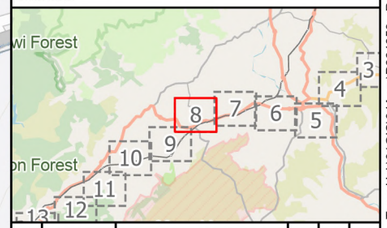
Legend:

Draft Route Alignment – Autumn 2026
- Section 2 Monopole Locations
- Section 2 OHL Alignment

Draft Route Alignment – Spring 2024
- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints
- Grade II Listed Buildings
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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Towy Usk Grid Connection

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TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 8 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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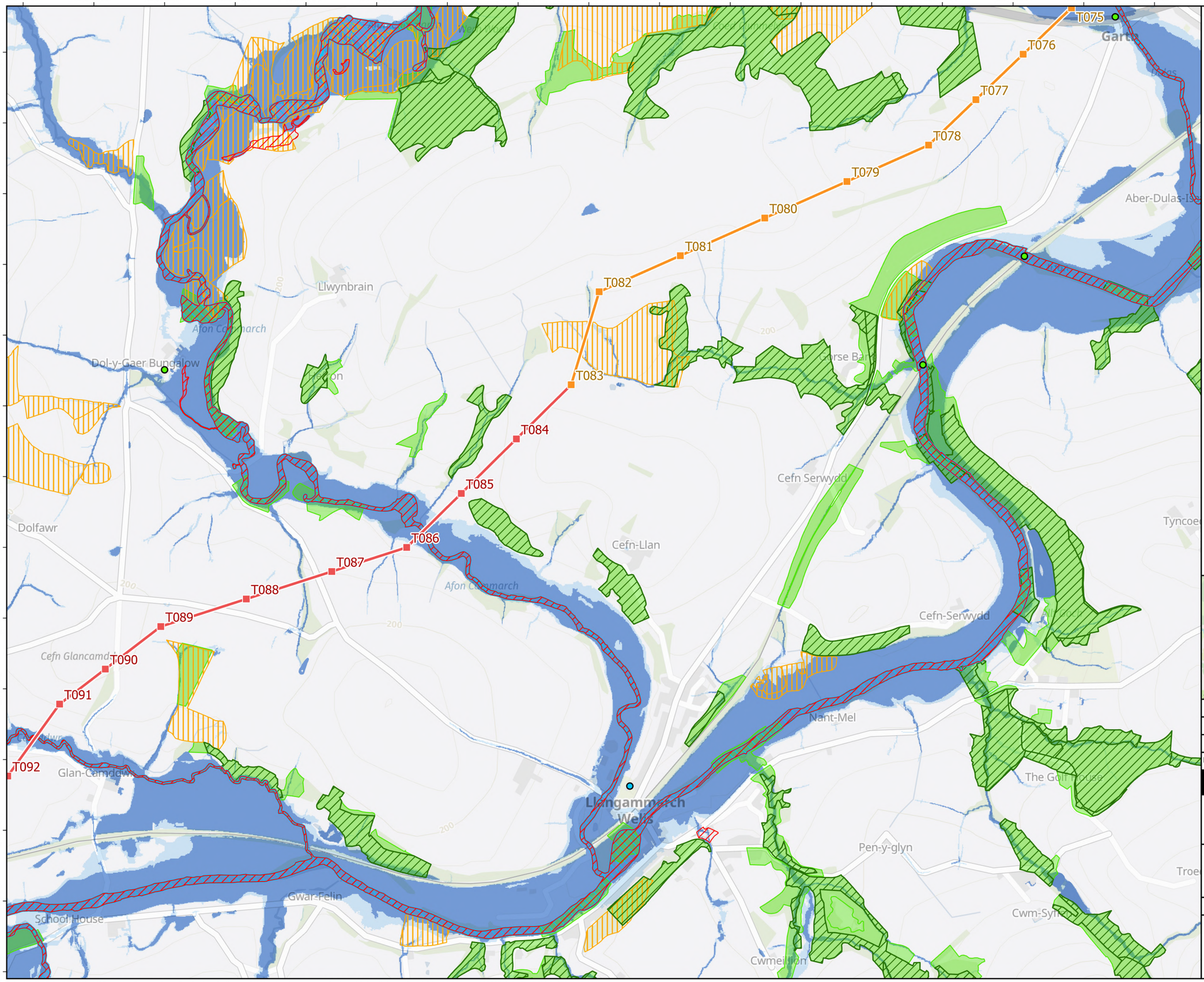

Legend:

Draft Route Alignment – Autumn 2026

- Section 2 Monopole Locations
- Section 3 Monopole Locations
- Section 2 OHL Alignment
- Section 3 OHL Alignment

Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Grade II Listed Buildings
- Grade II* Listed Buildings
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
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Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 9 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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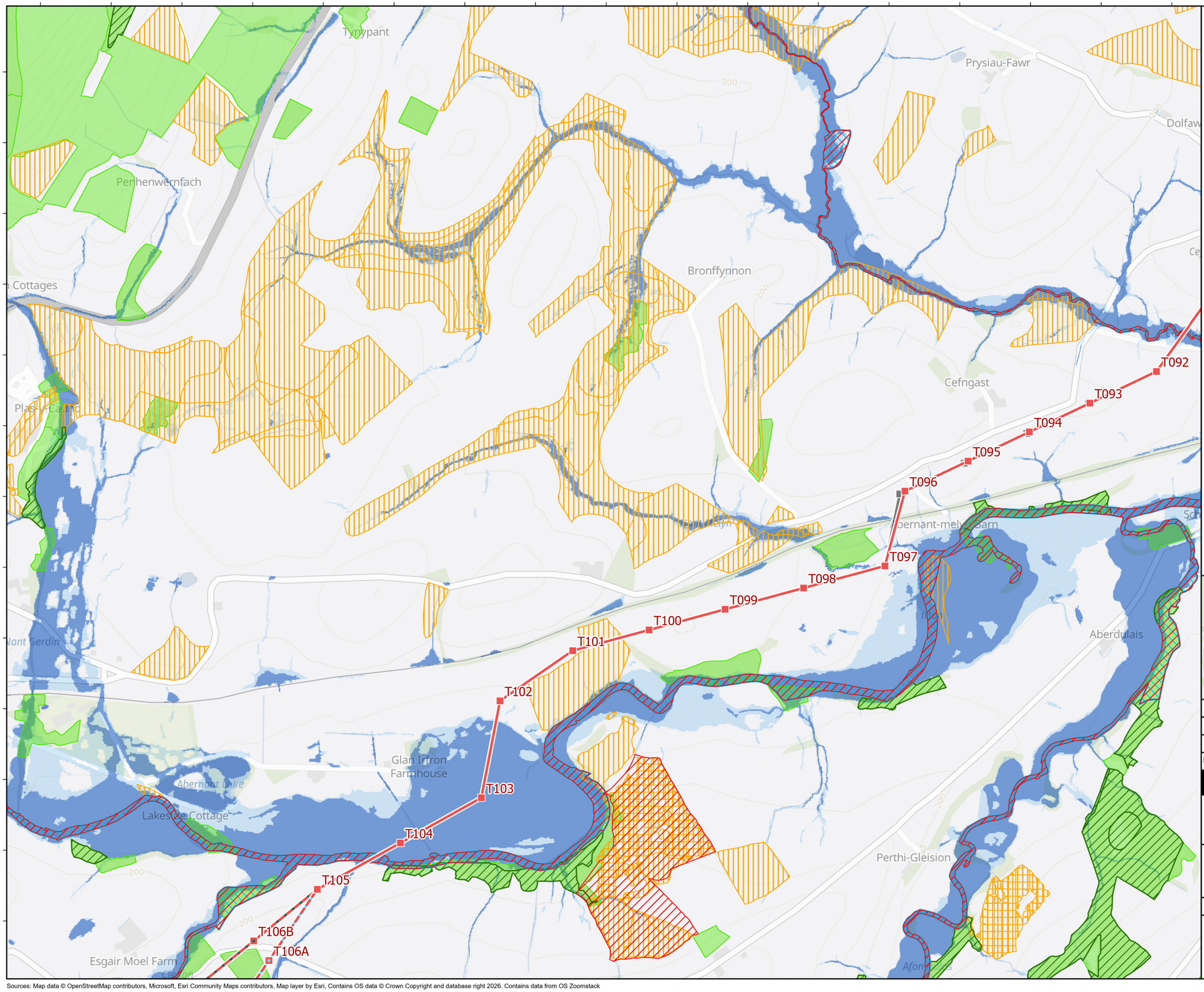

Legend:

Draft Route Alignment – Autumn 2026

- Section 3 Monopole Locations
- Section 3 (Option A) Monopole Locations
- Section 3 (Option B) Monopole Locations
- Section 3 OHL Alignment
- Section 3 (Option A) OHL Alignment
- Section 3 (Option B) OHL Alignment

Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Scheduled Monuments
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
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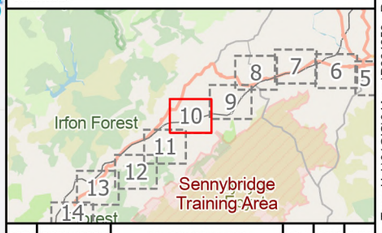

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Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 10 of 29)

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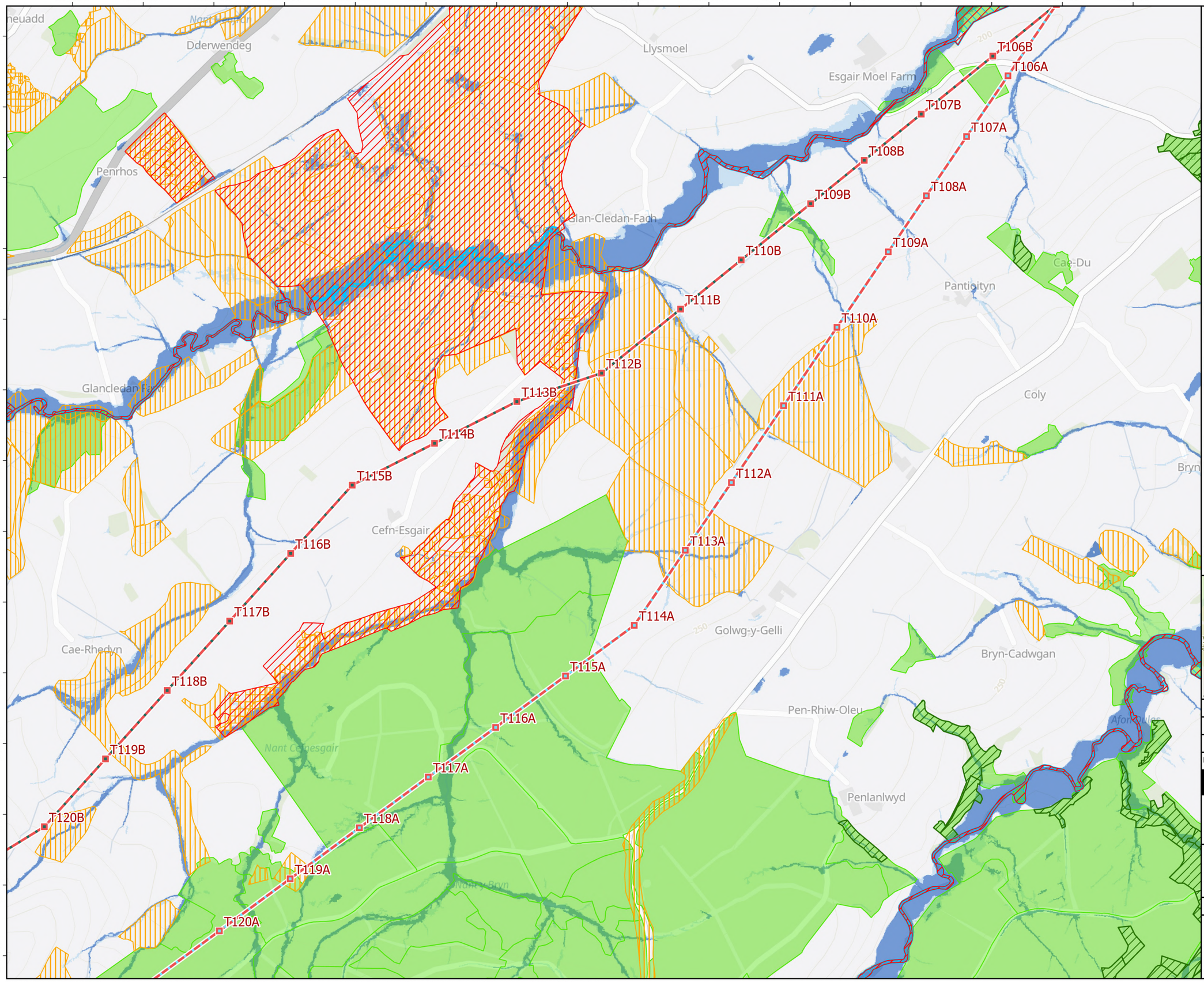

Legend:

Draft Route Alignment – Autumn 2026

- Section 3 Monopole Locations
- Section 3 (Option A) Monopole Locations
- Section 3 (Option B) Monopole Locations
- Section 3 OHL Alignment
- Section 3 (Option A) OHL Alignment
- Section 3 (Option B) OHL Alignment

Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
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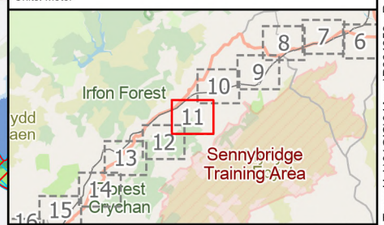

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Towy Usk Grid Connection

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 11 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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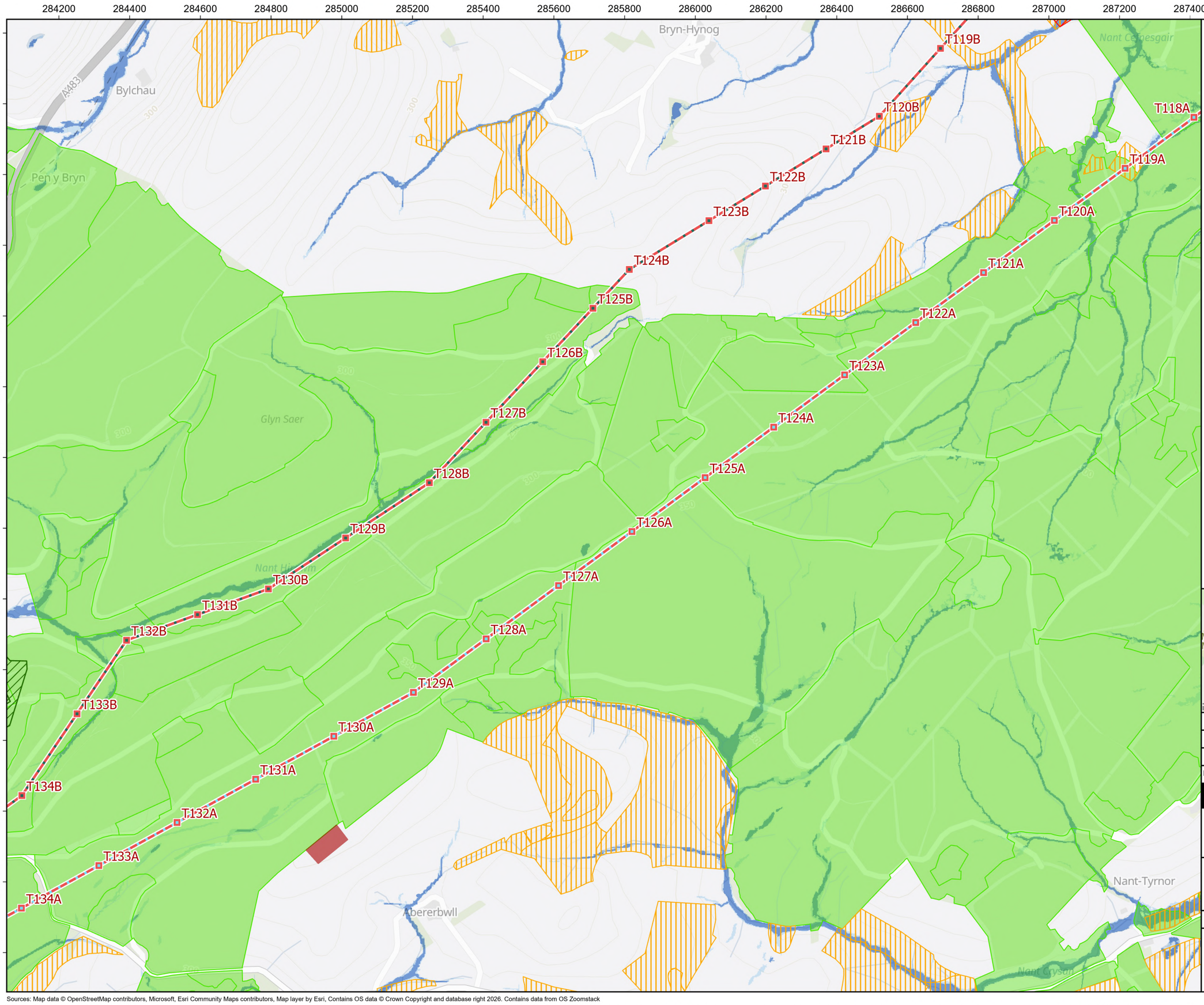


Legend:

Draft Route Alignment – Autumn 2026

- Section 3 (Option A) Monopole Locations
- Section 3 (Option B) Monopole Locations
- Section 3 (Option A) OHL Alignment
- Section 3 (Option B) OHL Alignment

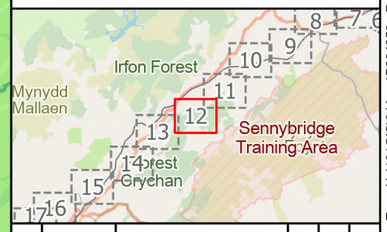
Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Scheduled Monuments
- Sites of Special Scientific Interest
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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06	17/09/2026	Updated Legend	DL	MM	WH
05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 12 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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REV 07

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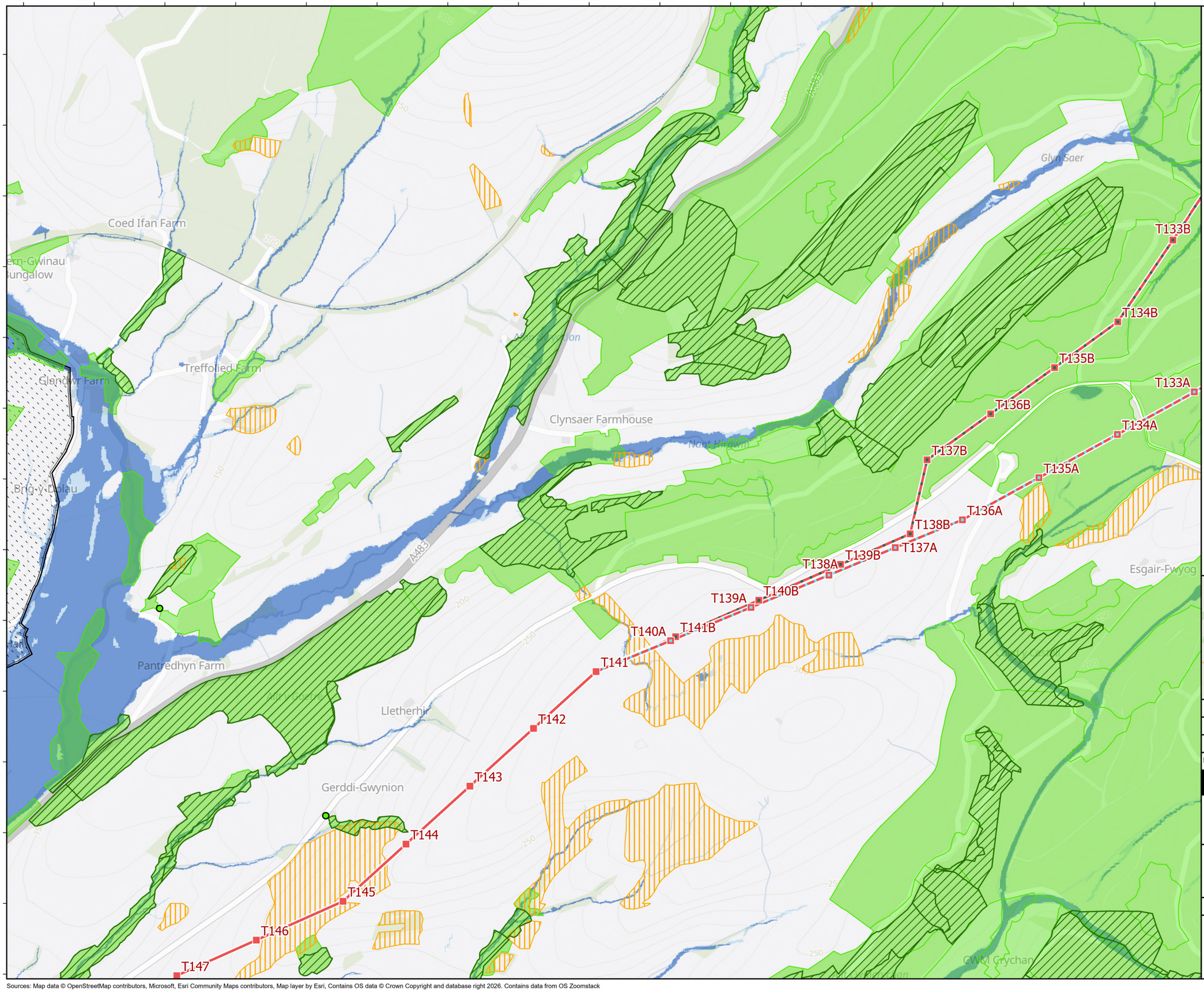


Legend:

Draft Route Alignment – Autumn 2026

- Section 3 Monopole Locations
- Section 3 (Option A) Monopole Locations
- Section 3 (Option B) Monopole Locations
- Section 3 OHL Alignment
- Section 3 (Option A) OHL Alignment
- Section 3 (Option B) OHL Alignment

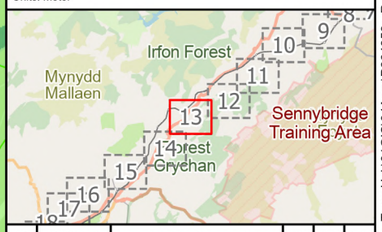
Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Grade II Listed Buildings
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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06	17/09/2026	Updated Legend	DL	MM	WH
05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 13 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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REV 07

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279000 279200 279400 279600 279800 280000 280200 280400 280600 280800 281000 281200 281400 281600 281800 282000 282200

239800 239600 239400 239200 239000 238800 238600 238400 238200 238000 237800 237600 237400

T146 T147 T148 T149 T150 T151 T152 T153 T154 T155 T156 T157 T158 T159 T160 T161 T162 T163

Cynghordy
Rhydins
Afon Bran
Melin-y-coed
Ystrad Bran
Felincoed
Cefn Farm
Awelcefn
Allt y Parc
Glanbran Lodge
Cefn-Pâi
Dan-y-Parc
Allt Glyn-môch
Greenwood Lodge
Glan-Crychan
Little Hall

Legend:

Draft Route Alignment – Autumn 2026

- Section 3 Monopole Locations
- Section 4 Monopole Locations
- Section 3 OHL Alignment
- Section 4 OHL Alignment

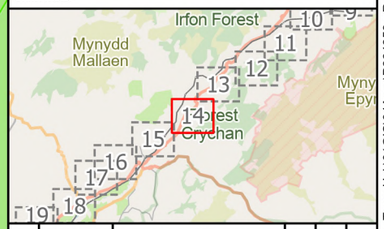
Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Grade II Listed Buildings
- Scheduled Monuments
- Sites of Special Scientific Interest
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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06	17/09/2026	Updated Legend	DL	MM	WH
05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 14 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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REV 07

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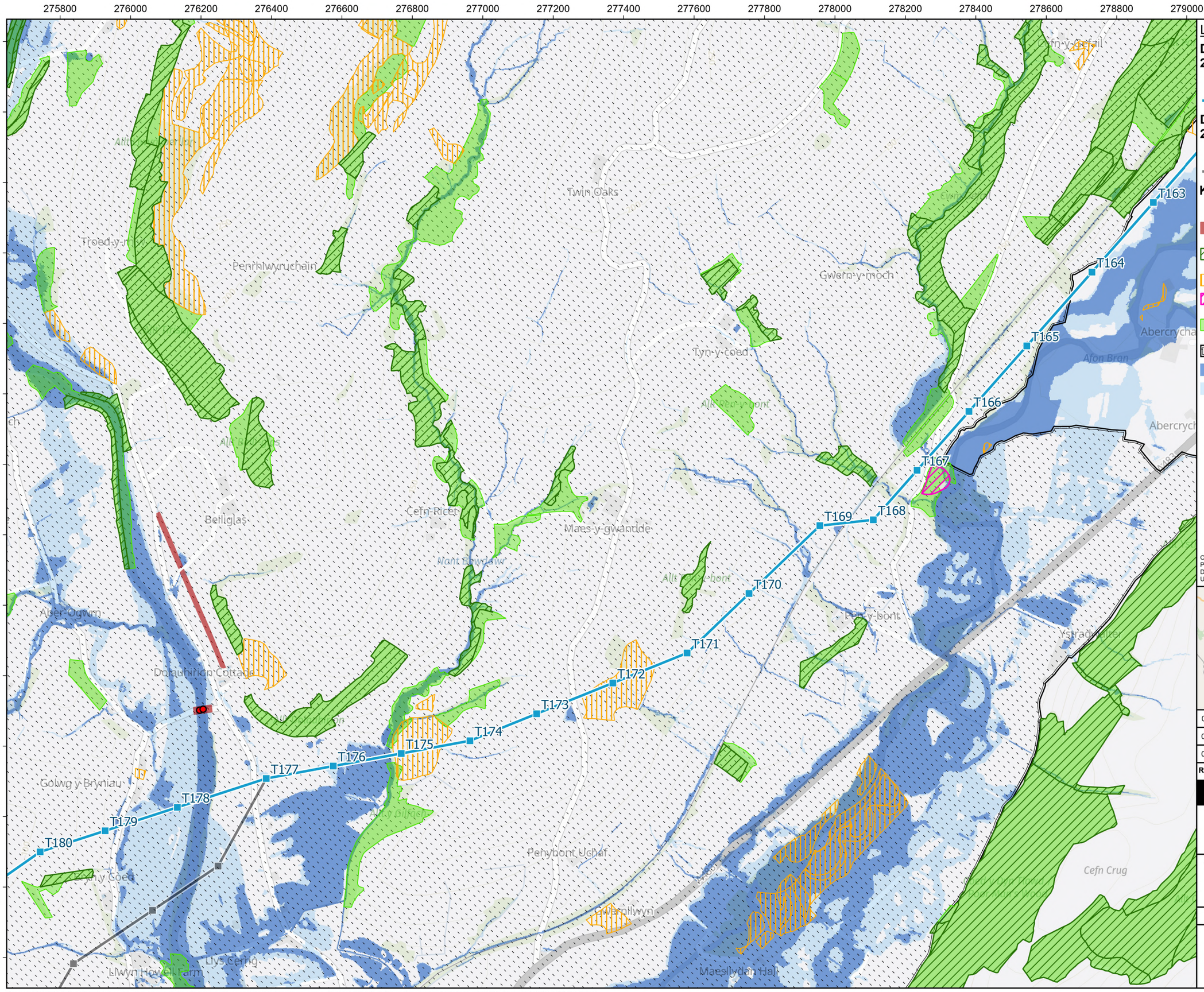

Legend:

Draft Route Alignment – Autumn 2026

- Section 4 Monopole Locations
- Section 4 OHL Alignment

Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Grade I Listed Buildings
- Scheduled Monuments
- Ancient Woodland Inventory 2021
- Priority Habitat
- Historic Landfill Sites
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter

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Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 15 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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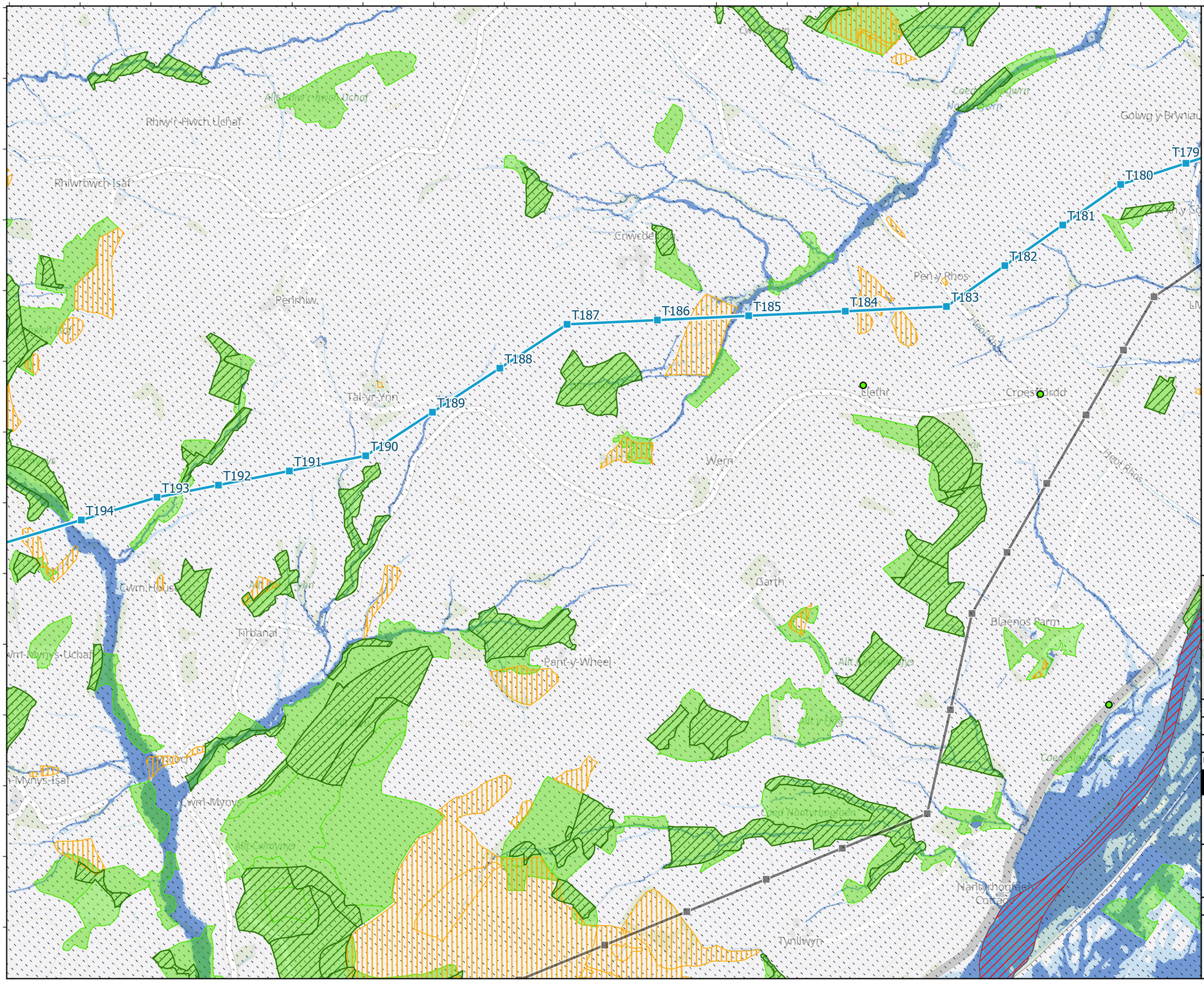

Legend:

Draft Route Alignment – Autumn 2026

- Section 4 Monopole Locations
- Section 4 OHL Alignment

Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Grade II Listed Buildings
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
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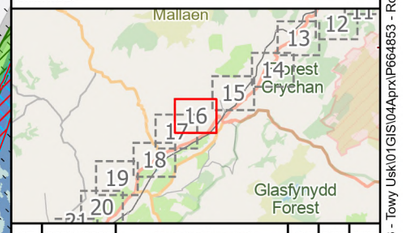

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Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 16 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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234800 234600 234400 234200 234000 233800 233600 233400 233200 233000 232800 232600 232400 232200

T190 T191 T192 T193 T194 T195 T196 T197 T198 T199 T200 T201 T202 T203 T204 T205 T206 T207

Galltyr-Ydar Fawr
Cwm Hwst
Tirbanal
Pant-y-Wheel
Cwm-Mynys-Uchaf
Cwm-Mynys-Isaf
Bwlch-y-Gwynt
Llanwrda Farm
Cwm-Mynys
Allt-Cwmynys
Cliffaes Fawr
Cliffaes-Fach
Barley Mount
Kennel Cottage
Abertrinant
Cefnbenydd
Ty Tabor
Cefnucheldre
Allt-victorian-Bungalow
Pwllagddu
Glasfynydd Forest

Legend:

- Proposed Location for Switching Station

Draft Route Alignment – Autumn 2026

- Section 4 Monopole Locations
- Section 4 OHL Alignment

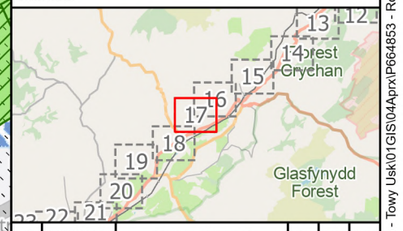
Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Grade II Listed Buildings
- Scheduled Monuments
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 17 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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232600 232400 232200 232000 231800 231600 231400 231200 231000 230800 230600 230400 230200 230000

T206 T207 T208 T209 T210 T211 T212 T213 T214 T215 T216 T217 T218

Bronygaer
Tyfan House
Wern-y-gelli
Bwchygwynt Bungalow
Pen-y-lan
Pwllagoddu
Tan-y-graig
Island Cottage
Llanwrda
Llansadwrn
Bryn-Towy
Cwm-Bran
Cwmgo
Nook
Tyle-Howell
Yew Tree Farm
Brownhill Farm
Cynyll Farm
Forest
Caellan
Gwaun-gyd Common
Glasfynydd Forest

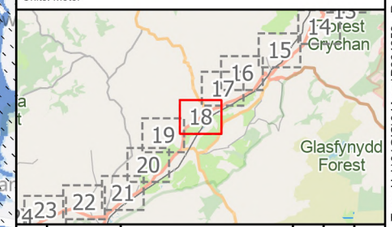
Legend:

Draft Route Alignment – Autumn 2026
- Section 4 Monopole Locations
- Section 4 OHL Alignment

Draft Route Alignment – Spring 2024
- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints
- Grade II Listed Buildings
- Grade II* Listed Buildings
- Scheduled Monuments
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 18 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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231000 230800 230600 230400 230200 230000 229800 229600 229400 229200 229000 228800 228600 228400

Bancylan
Tan-y-lan
Bryn
Frog-yr-Hwyad
Pant-Side
Gelyndeg
Cefn Parc
Cefn Maes
Cefneithrin
Dyffryn-Dulas
Pen-y-bryn
Cefn Glastryn
Banc-y-Gwin
Gaeau-Gwynion
Old Gate Farm
Ashfield
Yew Tree Farm
Parc-Glas
Garden Cottage
T218
T219
T220
T221
T222
T223
T224
T225
T226
T227
T228
T229
T230
T231
T232

Legend:

Draft Route Alignment – Autumn 2026

- Section 4 Monopole Locations
- Section 4 OHL Alignment

Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Grade II Listed Buildings
- Grade II* Listed Buildings
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- Historic Landfill Sites
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
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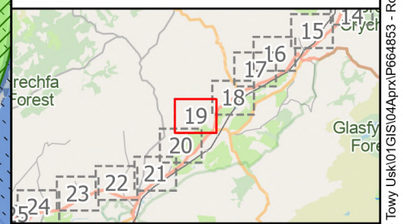

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Towy Usk Grid Connection

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 19 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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Kilometres

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228600 228400 228200 228000 227800 227600 227400 227200 227000 226800 226600 226400 226200 226000

T231 T232 T233 T234 T235 T236 T237 T238 T239 T240 T241 T242 T243 T244

Llwyn-yr-yn
Banc Farm
Maerdy Farm
Afon Dulais
Glan-Dulais
Dan-y-Cefn
Cefn Glastryn
Pen-y-bryn
Pencaecelyn
Bally-Llwyd
Craig-y-Môr
Llygad yr Haul
Rhiwadd-Deg
Glen
Manordeilo
Pant-Nelliad
Station
Gelynen-Goch
Wyn-yr-Hebog
Pantyffynnon Uchaf
Keepers Cottage
Rhyd-y-groes Cottage
Bryn Dolau
Glanrhyd Isaf
Brechfa Forest
Black

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter

Rev	Date	Description	Drn	Chk	App
07	02/10/2026	Updated Legend	CJ	MM	WH
06	17/09/2026	Updated Legend	DL	MM	WH
05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 20 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

0 0.2 0.4
Kilometres
Scale: 1:10,000 @ A3

REV 07

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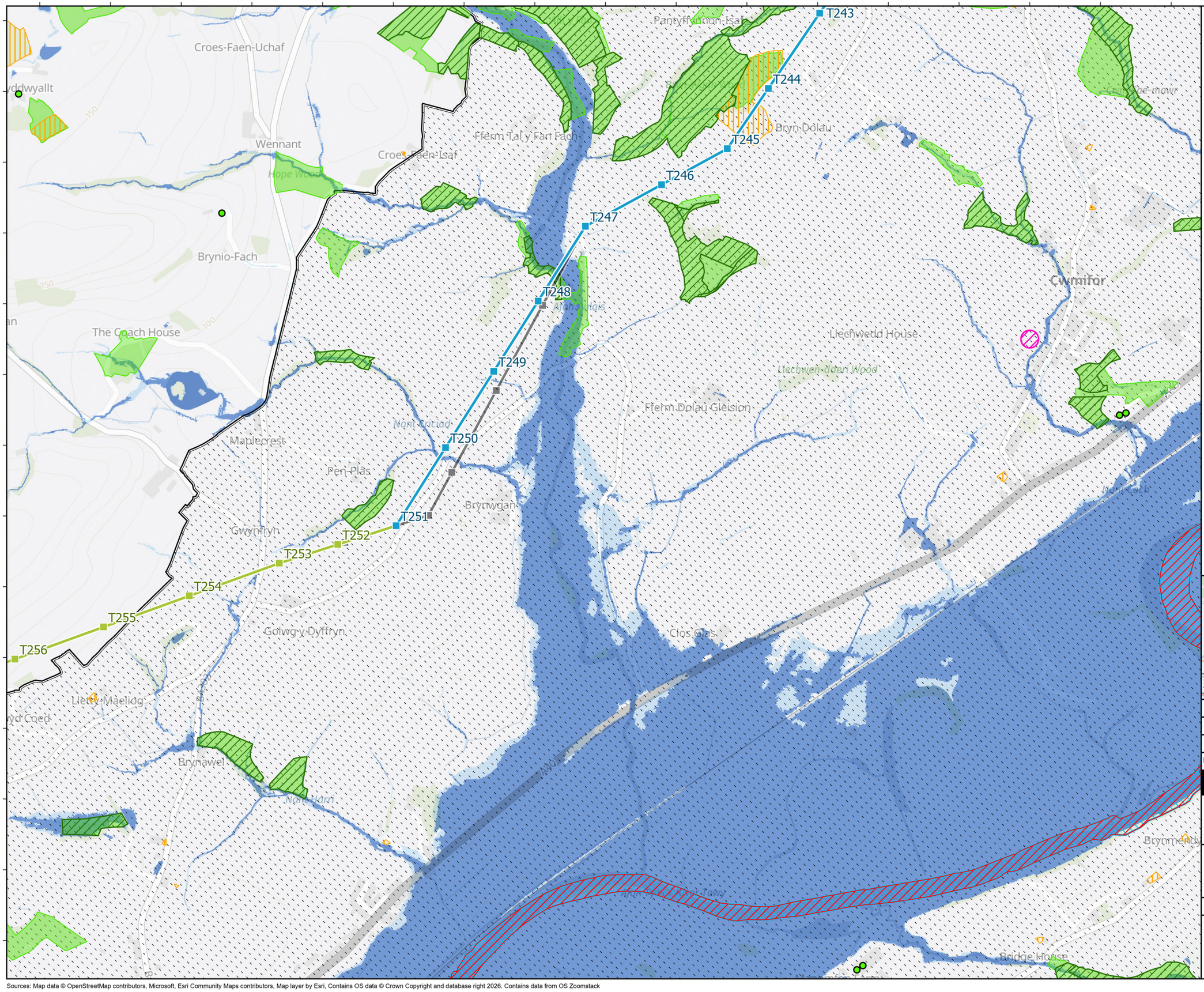

Legend:

Draft Route Alignment – Autumn 2026

- Section 4 Monopole Locations
- Section 5 Monopole Locations
- Section 4 OHL Alignment
- Section 5 OHL Alignment

Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Grade II Listed Buildings
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- Historic Landfill Sites
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter

Rev	Date	Description	Drn	Chk	App
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06	17/09/2026	Updated Legend	DL	MM	WH
05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 21 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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259800 260000 260200 260400 260600 260800 261000 261200 261400 261600 261800 262000 262200 262400 262600 262800 263000

225600 225400 225200 225000 224800 224600 224400 224200 224000 223800 223600 223400 223200 223000

Swn yr Avon
Lan
Tan-y-lan
Cwm-y-Rhidyll
Cefnrhiwlas
Pantyddaufryn
Caegroes
Pant-yr-helyg
Pant-y-clai
Llwydcoed-Uchaf
Llwydcoed-Isaf
Brynteilo Cottage
Berthlwyd
Bron Heulwen
Pen-y-banc
Gurney Manor
Kings Lodge
Llwyn-y-graig
Birdshill Farm
Brechfa Forest

T267 T266 T265 T264 T263 T262 T261 T260 T259 T258 T257 T256
T268 T269 T270 T271

A40

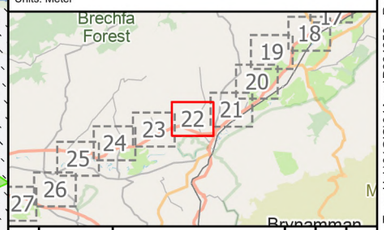
Legend:

Draft Route Alignment – Autumn 2026
- Section 5 Monopole Locations
- Section 5 OHL Alignment

Draft Route Alignment – Spring 2024
- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints
- Grade II Listed Buildings
- Sites of Special Scientific Interest
- Ancient Woodland Inventory 2021
- Conservation Areas
- Registered Historic Parks & Gardens - Registered Areas
- Priority Habitat
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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06	17/09/2026	Updated Legend	DL	MM	WH
05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 22 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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N W E S

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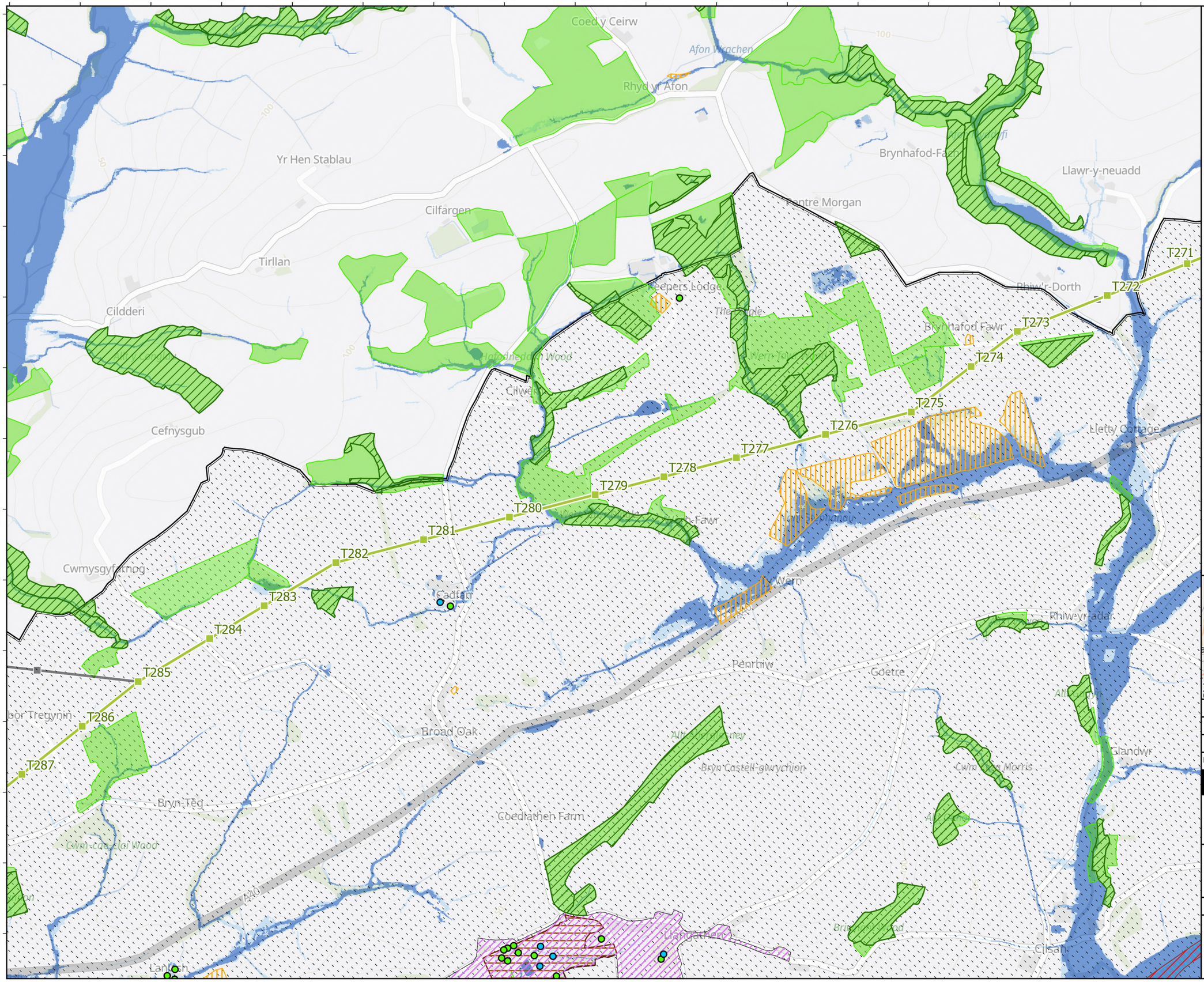


Legend:

Draft Route Alignment – Autumn 2026

- Section 5 Monopole Locations
- Section 5 OHL Alignment

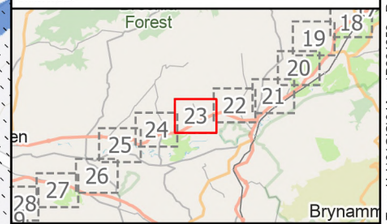
Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Grade II Listed Buildings
- Grade II* Listed Buildings
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Conservation Areas
- Registered Historic Parks & Gardens - Registered Areas
- Priority Habitat
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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06	17/09/2026	Updated Legend	DL	MM	WH
05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 23 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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223600 223400 223200 223000 222800 222600 222400 222200 222000 221800 221600 221400 221200 221000

Flynnon Seri
Afon Dulas
Parciau
Pen-Parcau
Pant-y-ffynnon
Morfa-Mawr
Court Henry
Ysgubor Tregynin
Nant-ymah-uchaf
Nantymah-Ganol
Maes-y-Meillion
Nantymah Isaf Farm
Pantyfen Farm
Allt Cwm-Nan
Cwm-penn-y-nymon
Erw-Wen
Ysgubor Cilberllan
Twyn
Cefn-Hernin
Glanllias Lodge
Nantarwenllwy
Afon Dulas
Caerllion Fields
Glandulas Fawr
Brynawelon
Derlwyddon
Afon Dulas
Felindre
Glantowy
Cross Inn Cottage
Pen-y-lwyddi
Sarnagol
Cwmagol
T287
T288
T289
T290
T291
T292
T293
T294
T295
T296
T297
T298

Legend:

Draft Route Alignment – Autumn 2026

- Section 5 Monopole Locations
- Section 5 OHL Alignment

Proposed Underground Cabling Alignment

- Section 5

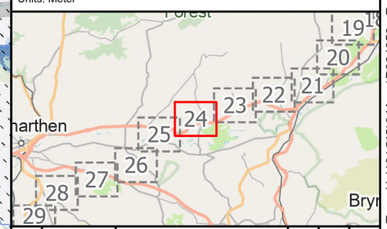
Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment
- Proposed Underground Cabling Alignment

Key Constraints

- Grade II Listed Buildings
- Grade II* Listed Buildings
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 24 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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222400 222200 222000 221800 221600 221400 221200 221000 220800 220600 220400 220200 220000 219800

Pont-ar-gothi
Tyn-y-Coed
Llanegwad
A40
Kinsoed
Llwchgwyn
Gellifyd
Cae Castanwach
Cae Celyn
Tŷ'n-
Llwyntorlina
Sarn Gehi
Glantowy
Barley Mount
Abercothi Farm
Bremenda Uchaf
Bremenda Isaf
B4310
Tre-Glais
Aber Towy
Penybanc Uchaf
Dan-yr-Allt
Fferiant
Greenhill Farm
Llanarthne

Legend:

Draft Route Alignment – Autumn 2026

Proposed Underground Cabling Alignment

- Section 5

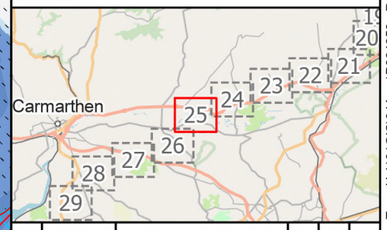
Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment
- Proposed Underground Cabling Alignment

Key Constraints

- Grade II Listed Buildings
- Grade II* Listed Buildings
- Scheduled Monuments
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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06	17/09/2026	Updated Legend	DL	MM	WH
05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 25 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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Kilometres

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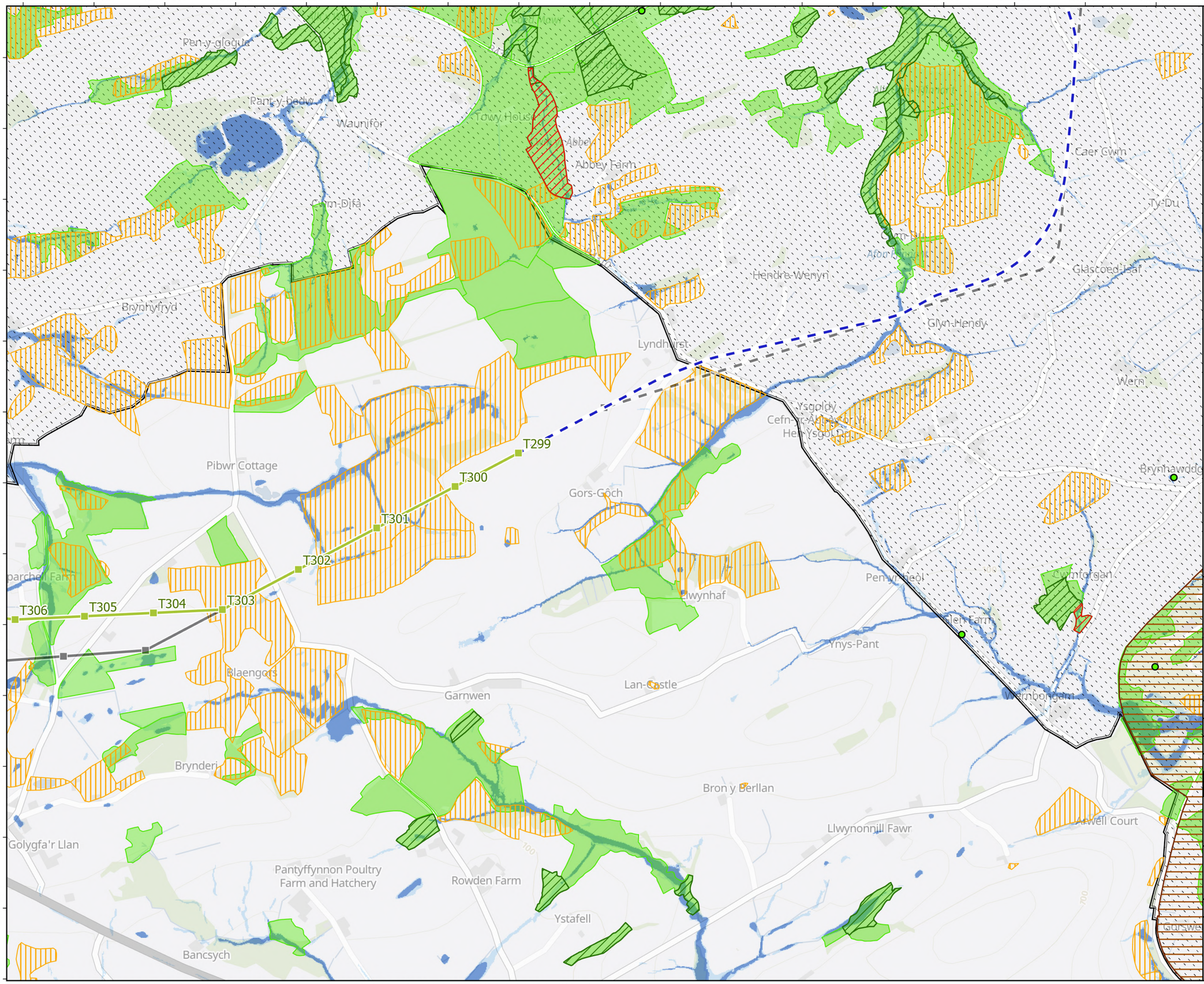

Legend:

Draft Route Alignment – Autumn 2026

- Section 5 Monopole Locations
- Section 5 OHL Alignment

Proposed Underground Cabling Alignment

- Section 5

Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment
- Proposed Underground Cabling Alignment

Key Constraints

- Grade II Listed Buildings
- Sites of Special Scientific Interest
- Ancient Woodland Inventory 2021
- Registered Historic Parks & Gardens - Registered Areas
- Priority Habitat
- National Forest Inventory (2024)
- Historic Landscape Area

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter

Rev	Date	Description	Drn	Chk	App
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Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 26 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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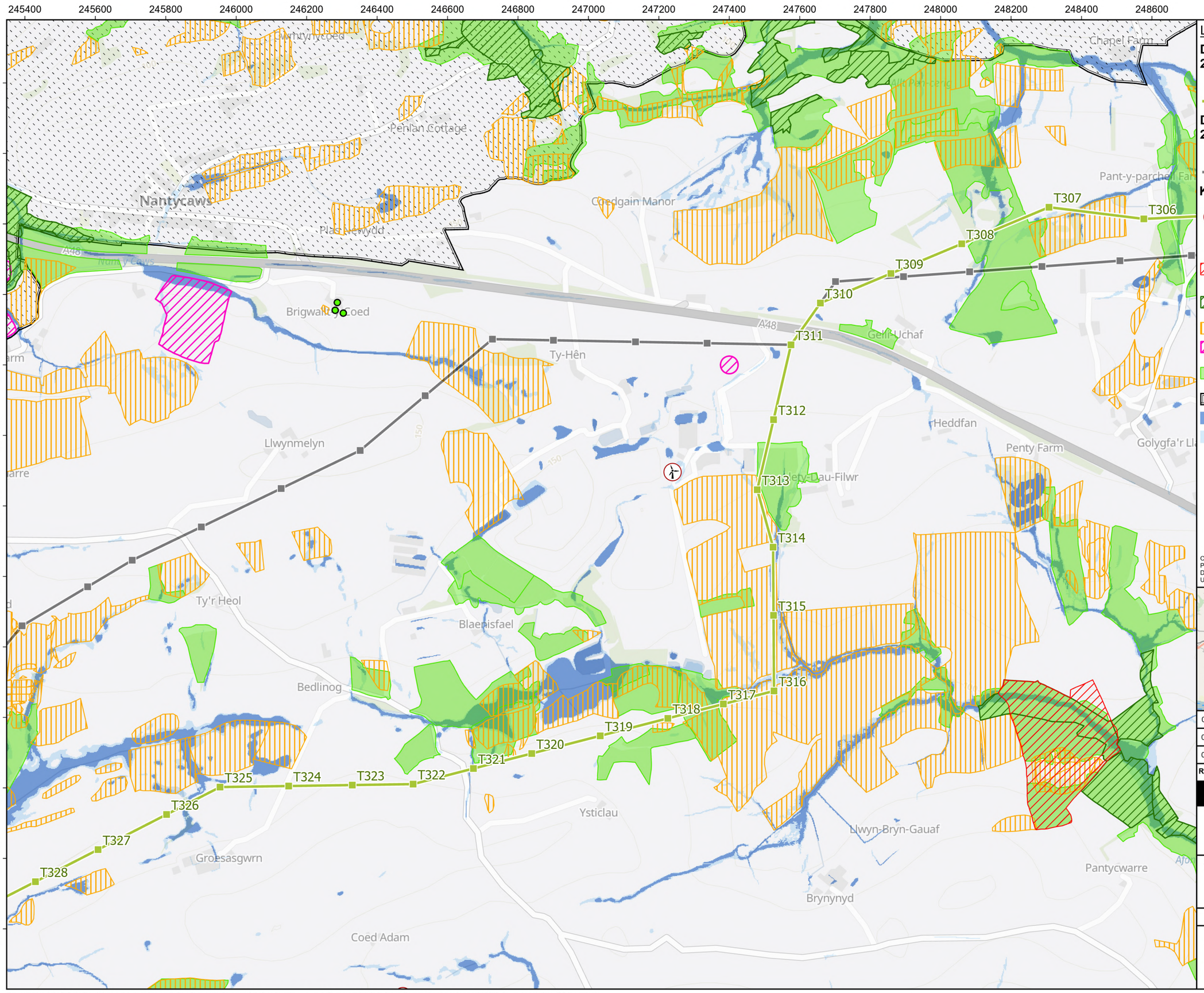


Legend:

Draft Route Alignment – Autumn 2026

- Section 5 Monopole Locations
- Section 5 OHL Alignment

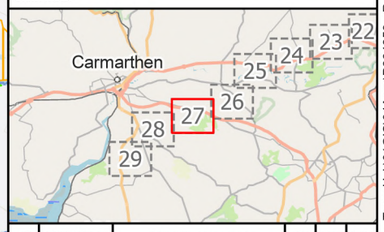
Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- Operational/Constructed Wind Turbines
- Grade II Listed Buildings
- Sites of Special Scientific Interest
- Ancient Woodland Inventory 2021
- Priority Habitat
- Historic Landfill Sites
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 27 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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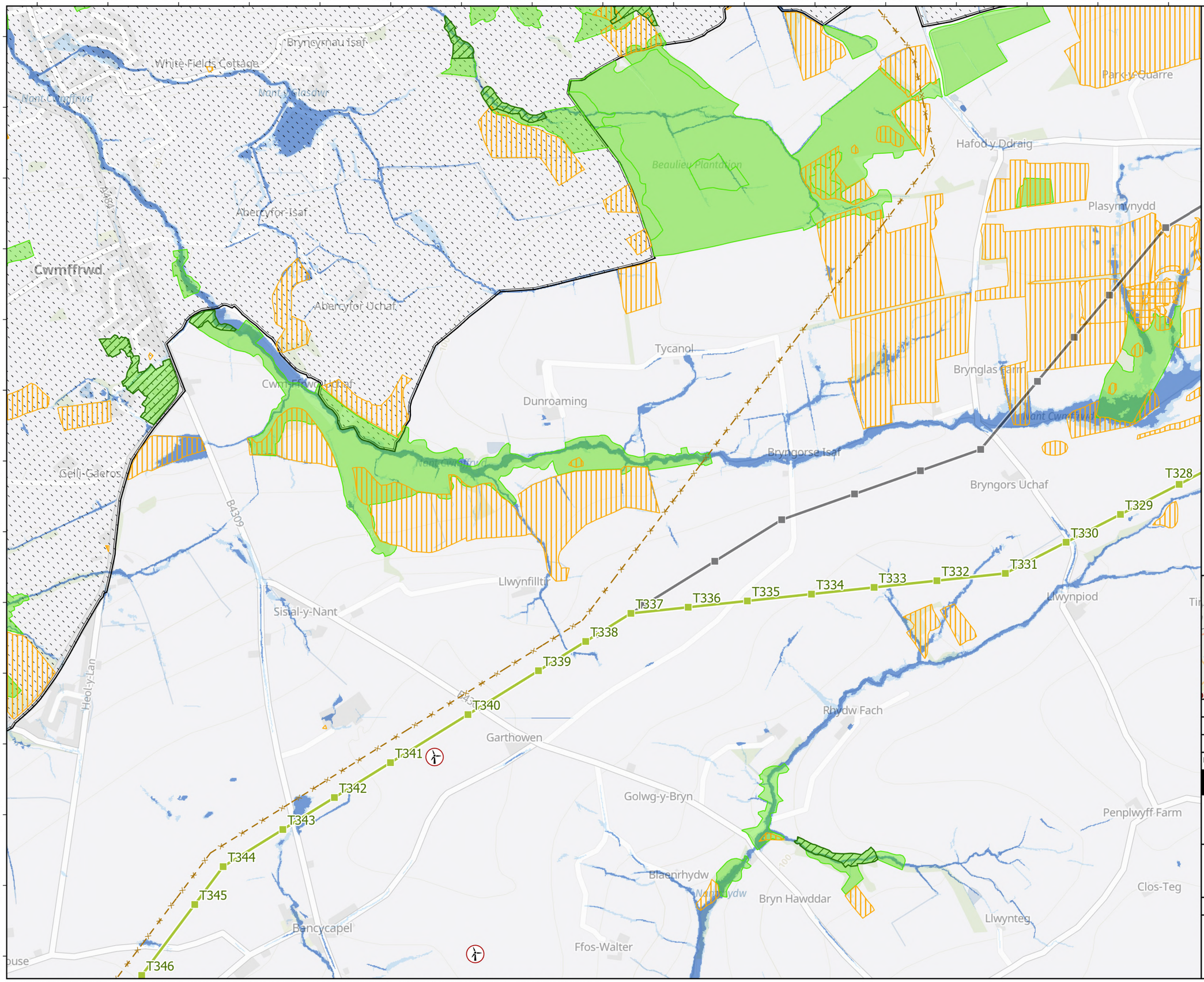


Legend:

Draft Route Alignment – Autumn 2026

- Section 5 Monopole Locations
- Section 5 OHL Alignment

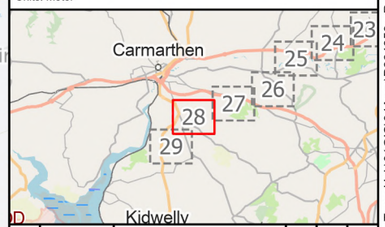
Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- 132kV Overhead Line
- Operational/Constructed Wind Turbines
- Ancient Woodland Inventory 2021
- Priority Habitat
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



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Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 28 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

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Kilometres

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240400 240600 240800 241000 241200 241400 241600 241800 242000 242200 242400 242600 242800 243000 243200 243400 243600

215200 215000 214800 214600 214400 214200 214000 213800 213600 213400 213200 213000 212800 212600

T344 T345 T346 T347 T348 T349 T350 T351 T352 T353 T354 T355

Llwynhelig
Lan House
Bancycapel
Plasgwyn
Brynceoh
Fforest-Uchaf
Iscwm
Caeralaw
Parry's Castle
Fforest-Isaf
Forest Ganol
Gwynfryn
Ramp House
Henffordd Farm
Towy Castle Farm
Gellyledrais
Bwlch Ygwynt
Belli Glas
Llwyncelyn
Glanrhyd
Glan-Rhydw-Isaf
Climarch
West Uplands Lodge
Crugan Fach
Cwmafael
Cross Inn Cottage
Ystradfertyr
B4309

Legend:

- Proposed NGET 400kV Substation
- Proposed GGC Platform

Draft Route Alignment – Autumn 2026

- Section 5 Monopole Locations
- Section 5 OHL Alignment

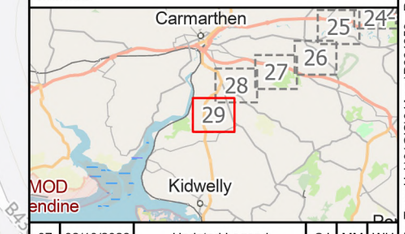
Draft Route Alignment – Spring 2024

- Proposed Monopole Locations
- Proposed OHL Alignment

Key Constraints

- 400kV Overhead Line
- 132kV Overhead Line
- Operational/Constructed Wind Turbines
- Grade II Listed Buildings
- Scheduled Monuments
- Ancient Woodland Inventory 2021
- Priority Habitat
- Historic Landfill Sites
- National Forest Inventory (2024)
- Historic Landscape Area
- Flood Zone 3
- Flood Zone 2

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter



Rev	Date	Description	Drn	Chk	App
07	02/10/2026	Updated Legend	CJ	MM	WH
06	17/09/2026	Updated Legend	DL	MM	WH
05	24/08/2026	Updated Symbology	CJ	MM	WH

Towy Usk Grid Connection

RSK GREEN GEN CYMRU

TITLE: Figure 1:
Draft Route Alignment - Autumn 2026 and Key Constraints (Page 29 of 29)

ID: P664853_PreferredRouteAlignment_KeyConstraints_A3L

0 0.2 0.4
Kilometres

Scale: 1:10,000 @ A3

REV 07

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