

TOWY USK GRID CONNECTION PROJECT

Delivering the power Wales needs



Draft Route Alignment Stage Three Consultation brochure - Autumn 2026

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Thank you

Thank you to everyone who has taken part in the Towy Usk Grid Connection Project so far. Your feedback, local knowledge and insights have played an important role in helping us develop and refine our proposals.

Following the Draft Route Alignment Stage Two Consultation – Spring 2024, the Project has evolved significantly through continued engagement, environmental assessment and engineering design development. The proposals presented in this consultation reflect how feedback and ongoing assessment work have helped shape the Project.

We welcome your views on the **Draft Route Alignment – Autumn 2026** and encourage you to share any local knowledge, comments or suggestions as we continue to refine the proposals ahead of statutory consultation.

This consultation on the Draft Route Alignment – Autumn 2026 is open from Tuesday 6 October to Tuesday 24 November 2026.

Introduction

Towy Usk is a proposed 132kV electricity connection, approximately 98 kilometres in length, that would connect between the proposed Nant Mithil Energy Park in Powys and a new National Grid connection point near Llandyfaelog, Carmarthenshire. The Project would 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.

This consultation is focused on the **Draft Route Alignment – Autumn 2026** and the associated infrastructure needed to deliver the proposed 132kV connection. We are seeking views on the proposals and would like to hear about local issues, constraints, opportunities or mitigation measures that should be considered before the design is developed further for statutory consultation. By taking part in this consultation, your feedback can help shape the ongoing development of the Project, including refinements to the route alignment, construction access arrangements and other aspects of the proposals ahead of future statutory consultation.

The Draft Route Alignment – Autumn 2026 presented in this consultation reflects the Project’s continued evolution through technical design, environmental assessment and stakeholder engagement. It has been shaped by feedback received during our Stage One Consultation Spring 2023 and Stage Two Consultation Spring 2024, together with ongoing engagement with local communities, landowners, statutory consultees and specialist organisations.

The proposed changes presented in this brochure are the result of an ongoing process of consultation, assessment and design development. Feedback received to date has helped shape the Project and refine the proposals, and your views will continue to play an important role as the Project progresses towards statutory consultation. We are committed to considering feedback alongside environmental assessments, technical requirements and specialist advice as we continue to develop the Project.

We know that local communities, landowners and stakeholders have valuable knowledge of the areas through which the proposed connection could pass, and we want to hear your views on the proposals and the places that matter most to you.

We are particularly interested in hearing about any local issues, constraints, opportunities or mitigation measures that should be considered. Your comments, alongside ongoing environmental assessments, technical requirements and input from specialist consultees, will help us identify opportunities to further refine the route, construction access arrangements, and environmental mitigation measures wherever possible.

This Stage Three Consultation is open from Tuesday 6 October to Tuesday 24 November 2026 and focuses on the proposed Draft Route Alignment – Autumn 2026 and associated infrastructure ahead of statutory consultation, expected in 2027.

The design of the connection remains open to influence, and we encourage you to share any information, local knowledge or feedback you would like us to consider as we continue to develop and refine the proposals.

Introducing a modern and innovative design for the connection

One of the most significant developments proposed since our previous consultation is the introduction of new monopole designs for consideration across much of the route. This proposal reflects our ongoing commitment to engineering innovation and continuous network optimisation. It demonstrates how we regularly assess emerging technologies against environmental, technical, operational and delivery requirements to identify the most appropriate solutions.

Current design work indicates a slim tubular steel monopole approximately 22 metres in height and around one metre in diameter, with a prototype expected to be available in early 2027. At around 22 metres tall, the proposed structure would be approximately half the height of the 400kV lattice pylons visible along parts of the M4 corridor, while still providing substantial network capacity through a significantly more compact design. It has been designed to match the span width of the previously proposed pylons, helping to minimise the need for new and additional structures.

Find out more about the proposed monopole design on page 10.

Inspired by the simplicity of wood pole networks and monopole designs commonly used across Europe, these new structures have been developed by Green GEN Cymru to reduce structure height while minimising the amount of infrastructure required.

Their slimmer profile and compact footprint are intended to balance environmental and landscape considerations with the need to provide sufficient capacity to connect renewable energy generation to the grid.

The design has also been informed by construction and deliverability considerations. This approach would enable the project to draw upon skills, fabrication capabilities and engineering expertise available within the Welsh supply chain, whilst making use of local knowledge and experience wherever possible.

ACCC Cardiff Conductor

This innovation is complemented by Green GEN Cymru's development of the ACCC Cardiff, a high-capacity conductor designed to withstand the challenging weather conditions often experienced in Wales. Together, these technologies would enable Green GEN Cymru's 132kV network to deliver significantly greater capacity using structures that are both shorter and more compact than those traditionally required.

Current visualisations show a single-circuit monopole design, while double-circuit options continue to be assessed as part of the ongoing design process. Both structure types would be of a broadly similar height and require a similar land take, although a double-circuit structure would be wider to accommodate the additional conductors.

A single-circuit design represents a simpler solution and may reduce the overall visual complexity of the infrastructure. However, a double-circuit design would provide greater electrical capacity and could offer increased flexibility to accommodate future network requirements, including additional electricity demand and renewable energy generation connections.

As with all network operators, Green GEN Cymru continually reviews the most appropriate technology to meet customer requirements, support efficient network operation and provide value for consumers. The assessment of structure types therefore remains ongoing and will continue to consider technical, environmental, community and landscape considerations alongside the long-term needs of the electricity network.

Green GEN Cymru remains committed to identifying opportunities to reduce environmental and visual effects wherever practicable, and the proposed monopole design reflects feedback received through the consultation process.

As the project continues to develop, further assessment and engagement will help inform the final design approach.

In this brochure, you can learn how feedback has helped shape the proposed route alignment, find out more about the project, and how you can share your views to help further develop the proposals.

We look forward to hearing from you.

Image shown is an artist's impression of the proposed infrastructure and is provided for illustrative purposes only.

About us

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.

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.

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.



Shaping the Towy Usk Project

Green GEN Cymru recognises that developing new electricity infrastructure can raise questions for communities, landowners and other stakeholders. Meaningful engagement is therefore an important part of how we develop our projects and helps ensure that local views and knowledge are considered throughout the design process.

This consultation represents the third non-statutory consultation for the Towy Usk project. Following each previous consultation, Green GEN Cymru reviewed the feedback received alongside the findings of ongoing environmental surveys, technical assessments and engineering studies. Together, these have informed the continued

evolution of the proposals and a number of refinements to the route and associated infrastructure. Local knowledge, environmental considerations, technical requirements and stakeholder feedback have all played an important role in shaping the proposals presented in this brochure.

This process helps identify opportunities to avoid, reduce or mitigate potential effects wherever possible, while balancing the need for new electricity infrastructure with environmental, community and land-use considerations.

We remain committed to working closely with local communities, landowners, statutory consultees and other stakeholders as the Project continues to develop.

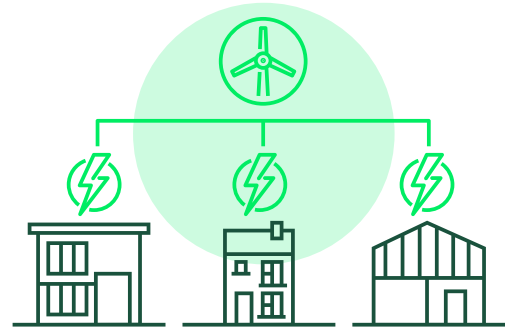
The proposals presented in this consultation remain open to influence, and feedback received at this stage will help inform the next phase of design development ahead of future statutory consultation.

Adding needed grid capacity means:

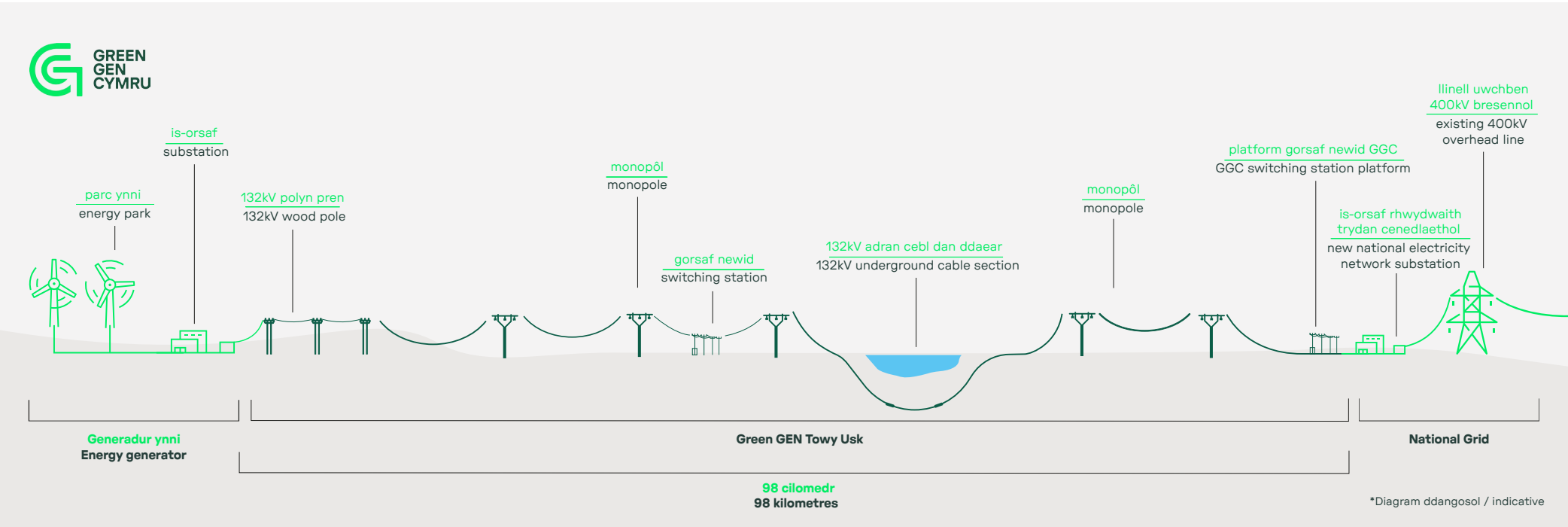
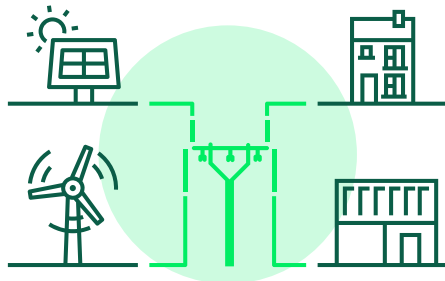
Connecting renewable energy to homes, businesses and communities



Building the network capacity needed for a more electrified future



Help unlock a secure supply of home grown energy



The need for Towy Usk Grid Connection

Why new electricity infrastructure is needed

As demand for electricity continues to grow, driven by the increasing adoption of technologies such as electric heating systems and electric vehicles, investment in the electricity network is essential to maintain a reliable and resilient supply of power in the country. Strengthening the network will also support energy security and enable more local energy generation to connect to the grid.

Local and national strategies recognise that reducing emissions is a priority and that meeting future energy needs will require significant changes in how electricity is generated, distributed and used. Green GEN Cymru's approach aligns with Wales' ambitions to increase renewable energy generation, strengthen energy resilience, reduce carbon emissions and support the transition to a Net Zero future.

As Wales moves towards a lower-emissions future, electricity networks will play an increasingly important role in supporting economic growth, enabling the transition to cleaner technologies and facilitating the connection of renewable energy projects.

The Towy Usk project would provide infrastructure that supports these objectives by increasing network capacity and enabling new renewable energy generation to connect to the electricity network. In doing so, it would help ensure the electricity system is equipped to meet future energy demand.

In addition, the Project has the potential to support investment, skills and employment opportunities, while helping homes, businesses and farms benefit from the wider transition to low-carbon technologies and a more electrified future.

Connection to the wider electricity network

National Grid has identified an area within which a new 400kV substation could be developed to support future electricity network requirements and facilitate other proposed connection projects in the region.

The proposed Green GEN Cymru 132kV substation would be progressed through a separate planning application to Carmarthenshire County Council under the Town and Country Planning Act.



Our proposals in Powys and Carmarthenshire

Since our previous consultation in Spring 2024, the Project has continued to evolve through ongoing environmental assessment, engineering design, technical studies, and engagement with local communities, landowners, stakeholders and statutory consultees.

The feedback we received has played an important role in shaping the proposals presented in this consultation. As a result, the Draft Route Alignment - Autumn 2026 represents our most developed proposals to date and provides further levels of detail for communities to comment on.

What's changed since 2024?

Key developments include:

- An updated Draft Route Alignment – Autumn 2026.
- A new monopole design proposed across Sections 2 to 5.
- A revised switching station location. Moving from Section 1 to Section 4.
- Extended underground cable in Section 5.
- Proposed temporary access areas and compounds required during construction.

The Project comprises

The Project includes the infrastructure required to connect between the proposed Nant Mithil Energy Park in Powys to a new National Grid substation near Llandyfaelog, Carmarthenshire, including:

- The Draft Route Alignment - Autumn 2026, including the proposed locations of wood poles and monopoles along the overhead sections.
- A proposed switching station in Section 4, north-east of Llanwrda
- An extended section of underground cable within Section 5, where the route crosses the Towy Valley.
- Proposed temporary access areas and compounds required during construction.

The proposals have been developed taking account of community and stakeholder feedback, alongside consideration of biodiversity, landscape and visual effects, cultural heritage, woodland impacts, flood risk, land use and engineering requirements.



Further Information

Find out more about the **Draft Route Alignment – Autumn 2026** from page 17 onwards.

Monopole design – what we’re proposing

Following further engineering design, environmental considerations, electrical capacity assessments and a global review of available technologies, we are proposing monopole designs along parts of the 132kV single-circuit connection.

Current design work indicates a slim, tubular steel monopole approximately 22 metres in height and one metre in diameter, with a prototype expected to be ready in early 2027.

Key features of the proposed monopole design include:

- A compact, lower-height monopole design with a slim single-pole profile and smaller footprint than many traditional electricity transmission structures.
- Designed with Welsh manufacturing capabilities in mind, the monopole has been developed to maximise opportunities for the local supply chain through components that can be manufactured using existing Welsh skills, expertise and facilities.
- Engineered to replicate the span length of the previously proposed L7 pylon, the monopole can be deployed largely within the existing route design, minimising the need for additional structures while delivering a lower overall profile.

The proposed use of monopoles reflects our commitment to considering innovative technologies that can help reduce the effects of the Project while delivering some of the infrastructure needed for Wales’s future.

We want communities to be involved from the have the information they need to form their own views, which is why our consultation events include visualisations, detailed information and a 3D model of the proposed structures.

Feedback from communities, landowners and stakeholders will play an important role in helping us understand local perspectives and will be considered alongside environmental assessments, technical requirements and specialist input as the proposals continue to evolve.

See page 49 for details of public consultation events and how to share your views.



Image shown is an artist's impression of the proposed infrastructure and is provided for illustrative purposes only.



The planning process

Major infrastructure projects in Wales are now considered through the Significant Infrastructure Projects (SIP) process, which has replaced the former Developments of National Significance (DNS) system. Green GEN Cymru will seek consent for the Towy Usk Grid Connection through an Infrastructure Consent Order (ICO) application under the Infrastructure (Wales) Act 2024 and associated regulations.

Green GEN Cymru is committed to engaging openly and proactively with local communities, landowners, statutory consultees and other stakeholders throughout the development of the Project. We recognise the importance of local knowledge and are seeking feedback at an early stage so that it can be considered alongside environmental assessments, technical studies and engineering design as the proposals continue to evolve.

The feedback received during this consultation will help shape the Project ahead of future statutory consultation and the preparation of an Infrastructure Consent Order (ICO) application.

By taking part now, you can help us identify opportunities to avoid, reduce or mitigate potential effects wherever possible and further refine the proposals. There will also be further opportunities to have your say as the Project progresses through the planning process.

During the examination of any future application, interested parties will be able to submit comments directly to the relevant determining bodies, and these representations will be considered alongside the application as part of the decision-making process.

THE NEED FOR CHANGE - DELIVERING A LOW CARBON FUTURE



Towy Usk Connection – the project journey so far

From early route development to Autumn 2026

Like all grid projects, the Towy Usk Connection Project has evolved through a programme of engineering design, environmental assessment, technical studies and engagement with local communities, landowners, specialist organisations and statutory consultees.

Since the Project began in 2023, we have worked to identify a grid connection route that can meet the technical requirements of the electricity network while taking account of environmental constraints, local land use and community considerations. Feedback received through previous consultation and engagement activities has been an important part of this process and has informed ongoing route refinement and design development.

Since the 2024 consultation, we have taken time to undertake further environmental assessments, engineering design and technical studies. This has included a detailed review of underground cable options, different technology types, and the associated technical, environmental, construction and cost considerations.

As a result of this work, we have developed the **Draft Route Alignment – Autumn 2026**, which includes proposed overhead line infrastructure supported on wood poles and new monopoles, an extended underground cable section, a revised switching station location and associated construction access arrangements.

Project key milestones

Project inception and preferred route development - 2022 to 2023

The Project began with feasibility studies to identify the need for a new electricity connection between the proposed Nant Mithil Energy Park and the wider electricity network. During this stage, potential route corridors were identified using available environmental, technical and land-use information to understand opportunities and constraints and inform route development.

Preferred Route Corridor Stage One Consultation - Spring 2023

Emerging route options were presented during the Stage One Consultation, providing local communities, landowners, stakeholders and specialist organisations with an opportunity to share feedback, local knowledge and information. The comments received helped inform the next stage of environmental assessment, technical studies and route development.

Draft Route Alignment Stage Two Consultation - Spring 2024

A more developed **Draft Route Alignment** was presented for this consultation, including proposed wood pole and pylon locations, underground cable section and a proposed switching station. The proposals reflected the findings of technical studies, environmental assessments and feedback received during earlier engagement. This consultation sought views on the emerging route alignment and associated infrastructure, helping to identify further opportunities for refinement and design development.

Consultation feedback review, environmental surveys, technical assessments and route refinement - 2024 to 2026

Following the Stage Two consultation, we undertook a detailed review of consultation responses alongside engineering, environmental and land-use considerations to identify opportunities for further route refinement. Discussions with landowners enabled access for environmental surveys and additional technical assessments across the route corridor, providing a greater understanding of technical and environmental conditions and constraints.

During this period, we also carried out further engineering design work and a detailed assessment of underground cable technologies, considering their technical requirements, environmental effects, constructability and associated costs. This programme of work helped us better understand opportunities to avoid, reduce or mitigate potential effects wherever possible and informed significant refinement of the route and associated infrastructure proposals.

Proposed changes to the Draft Route Alignment – March 2026

In March 2026, we shared a project update explaining how feedback from local communities, landowners and stakeholders, alongside environmental surveys and technical studies, had influenced the ongoing development of the Project and refinement of the route alignment. While not a formal consultation stage, the update provided an opportunity to keep people informed about emerging changes and the progress being made.

The update also confirmed our intention to undertake a third round of consultation, giving communities, landowners and stakeholders the opportunity to learn more about the evolving proposals, meet the Project team, ask questions and share their views on the updated route.

Draft Route Alignment Stage Three Consultation - Autumn 2026

We are now consulting on the **Draft Route Alignment – Autumn 2026** and a more developed set of infrastructure proposals. These include proposed overhead line infrastructure supported on wood poles and new monopoles, an extended underground cable section, a revised switching station location and associated construction access arrangements.

These proposals presented in this consultation have been informed by feedback from local communities, landowners and stakeholders, alongside environmental assessments, technical studies and ongoing design development.

They represent our most developed proposals to date and remain open to influence as the Project continues to evolve.

How previous feedback has shaped the Project

You Said. We Listened.

The proposals presented today are not the same as those consulted on in Spring 2024.

A key change since our previous consultation is the proposed introduction of a new monopole design across much of the route. This follows a detailed review of underground cable technologies and further engineering and environmental assessment.

Feedback from communities, landowners and stakeholders, together with ongoing environmental assessments and technical design work, has helped shape a number of significant changes to the Project.

Key themes raised during previous consultations included:

Visual impacts.

Proximity to communities and properties.

Heritage and historic landscapes.

Woodland and habitat impacts.

Flood risk and water environments.

Opportunities for undergrounding.

Construction and access arrangements.

In response, we have:

- Increased separation from a number of communities and residential properties.
- Refined the route to reduce effects on environmental and heritage assets.
- Extended the proposed underground cable section.
- Introduced a new monopole design across much of the route.
- Developed detailed construction, access arrangements.



How we developed the Draft Route Alignment – Autumn 2026

The Draft Route Alignment - Autumn 2026 is the result of several years of route development, through a combination of technical assessment, environmental studies and engagement with local communities, landowners and stakeholders.

Since the second consultation in Spring 2024, we have continued to refine the Project through ongoing environmental studies, engineering design and technical assessments. This work, together with the feedback received during previous consultation and engagement activities, has helped shape the proposals presented in this brochure.

As a result, the **Draft Route Alignment – Autumn 2026** represents our most developed proposals to date and provides a greater level of detail than has previously been available. Key developments include the introduction of monopole structures and updated proposals for construction access tracks and compounds, together with the continued assessment of underground cable technologies where appropriate.

In developing the draft route alignment, we have sought to balance environmental, community and technical considerations. This has included avoiding environmentally sensitive areas where possible, reducing effects on communities and properties, minimising impacts on woodlands

and habitats, considering heritage assets and historic landscapes, avoiding areas of flood risk where practicable, and integrating environmental mitigation into the design from the outset.

To support this approach, we have considered a wide range of factors, including biodiversity, landscape and visual effects, cultural heritage, woodland impacts, flood risk, geology, soils, existing infrastructure, land use, engineering requirements and operational considerations.

The proposals presented in this consultation provide a clearer picture of how the connection could be delivered and what it may look like in the areas through which it would pass.

While the Project is now more developed, it remains open to influence. We are particularly interested in hearing about any local issues, constraints, opportunities or mitigation measures that should be considered as we continue to refine the proposals ahead of statutory consultation.

 **More information**

You can find more detailed information about the assessments undertaken, the consultation feedback received and the changes that have helped shape the Project design in the **Routeing and Consultation Document – Stage Three Non-Statutory Consultation**, available in the Documents section of the project website. www.greengencymru.com/towy_usk/overview/

Your feedback matters

The Draft Route Alignment – Autumn 2026, including:

- Approximately 92km of new overhead line and the proposed locations of wood poles and monopoles, a new structure type proposed along much of the route.
- Proposed temporary access areas and compounds required during construction.
- The proposed switching station site in Section 4, located to the north-east of Llanwrda.
- 6 km of underground cable in Section 5, including crossings beneath the A40, the River Towy, the B4300 and the B4310.
- Any issues, opportunities or considerations that should be considered as the Project continues to be developed.
- Your experience of the consultation process and the information we have made available.

Local knowledge can make a real difference

The more detail you can provide, the better. Information about locations, properties, businesses, environmental features, access arrangements, agricultural operations and community assets can help us further refine the proposals and identify opportunities to avoid, reduce or mitigate potential effects wherever possible.

What happens next?

Feedback received during this **Stage Three Consultation - Autumn 2026** will be considered alongside ongoing environmental assessments, technical studies and stakeholder engagement as we continue to refine the proposals.

This work will inform the next stage of development ahead of statutory consultation and the preparation of a future Infrastructure Consent Order (ICO) application.

The Project remains open to influence, and your feedback will continue to play an important role in shaping the proposals.

See page 49 for details on how to provide feedback and have your say.



Switching Station

As part of the ongoing development of the Project, Green GEN Cymru has reviewed the location of the proposed switching station and identified a new site 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 and enhancing overall network performance and operational flexibility.

The proposed location also provides greater capacity to accommodate future changes in network requirements, helping to ensure the network remains resilient and adaptable over time.

Electricity generated by the Bryn Gilwern Energy Park, Aberedw Energy Park and Nant Mithil Energy Park would connect into terminal structures before aligning into the Towy Usk connection.

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 proposed switching station would require access for operational and maintenance purposes throughout its operational life. The site would also include access roads, boundary fencing and environmental mitigation measures, including landscaping and screening planting.

The proposed location benefits from access from the A40, supporting construction activities and enabling efficient access for future operation and maintenance.

Developing the design

The proposed switching station location and its principal functions are presented as part of this consultation. Further engineering design work, environmental assessment and technical development will continue as the Project progresses.

More detailed information on the size, layout, appearance, operation and proposed construction and operational access arrangements for the switching station, together with the proposed access roads, landscaping and environmental mitigation measures, will be developed and presented as part of the statutory consultation.



This image provides an illustrative example of the proposed switching station. Final design details may differ as the Project continues to be developed.

Overview Draft Route Alignment – Autumn 2026

As the project has evolved, we’ve continued to refine the Draft Route Alignment across each of the five route sections shown below.

1

Nant Mithil Energy Park to Aberedw Hill

2

Aberedw Hill to Llangammarch Wells

3

Llangammarch Wells to Llandovery

4

Llandovery to Llandeilo

5

Llandeilo to Llandyfaelog

Events in your area

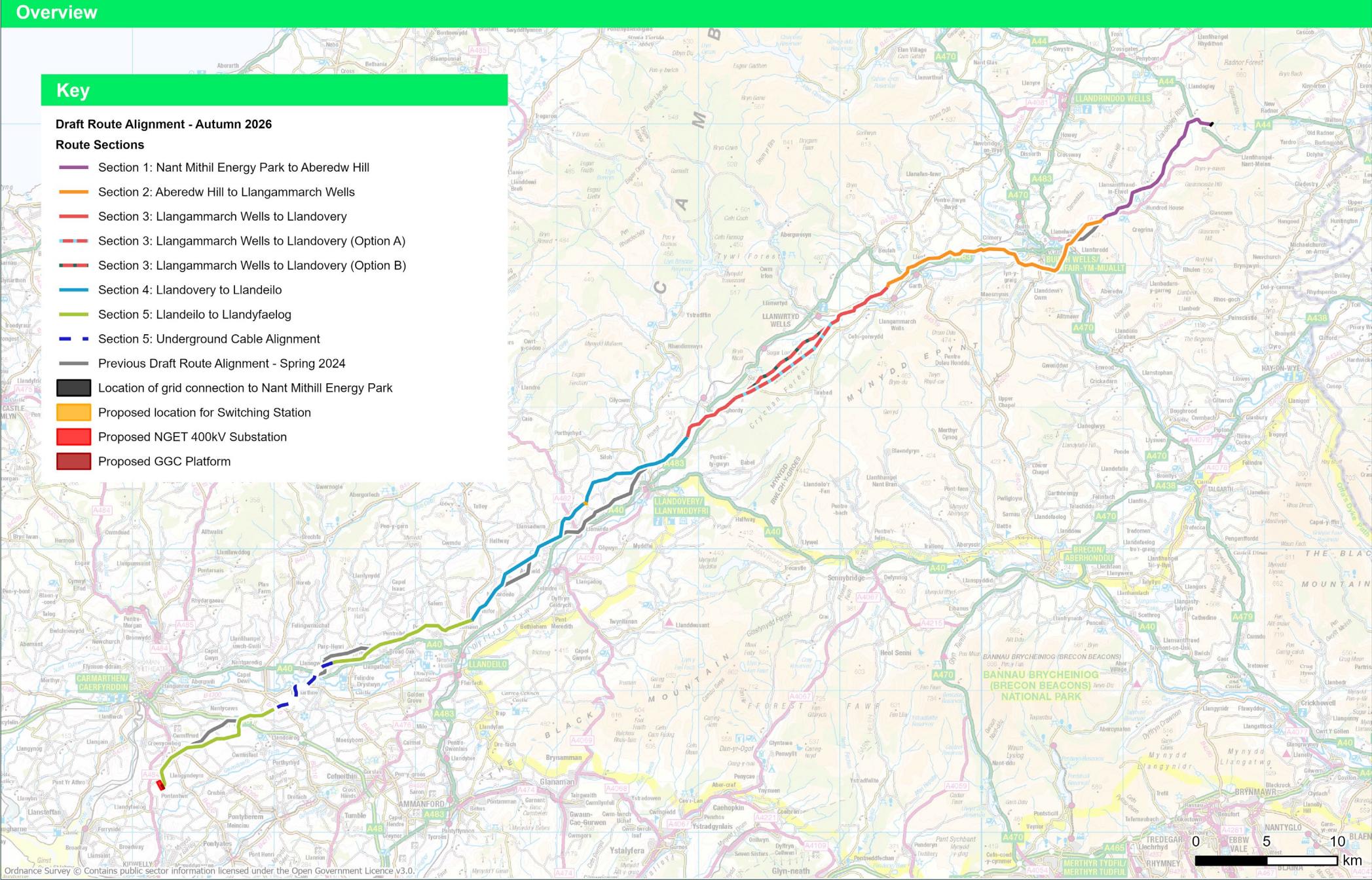
Meet the project team to learn more about our updated proposals and ask any questions you may have. Details of consultation events can be found on page 49.

Further information to support the consultation

You can view full details of the proposals, explore an interactive map of the Draft Route Alignment – Autumn 2026, and information about this stage of consultation on the project website: www.greengencymru.com/towy_usk/overview/.

Additional information is available in the **Documents** section of the website, including:

- **Draft Route Alignment Stage Two Consultation Report**, which explains the feedback received during the Spring 2024 consultation and how it helped shape the Project.
- **Routeing and Consultation Document – Stage Three Non-Statutory Consultation**, providing detailed information on the assessments undertaken, route development process and the changes that have informed the current proposals.



SECTION 1:

Nant Mithil Energy Park to Aberedw Hill

Section 1 comprises approximately 94 wood poles spanning a distance of around 11.7 kilometres between the proposed Nant Mithil Energy Park and Aberedw Hill.

The draft route alignment begins at the proposed Nant Mithil Energy Park and extends south towards Aberedw Hill. From the energy park, the route passes to the south-east of Franksbridge and Llansantffraed-in-Elwel before reaching a point near Llanfared, east of Builth Wells.

The Draft Route Alignment – Autumn 2026 reflects a number of localised refinements to the draft route alignment consulted on in Spring 2024, informed by consultation feedback, landowner engagement, and ongoing environmental, technical and engineering assessments.

Key considerations included:

- Land use and agricultural operations.
- Landscape and visual effects.
- Biodiversity and environmental constraints.
- Existing infrastructure and access requirements.
- Engineering and constructability requirements.
- Safe and efficient operation of the Project.

Key refinements proposed include:

While the route within Section 1 remains broadly consistent with that presented during the Stage Two Consultation – Spring 2024, localised refinements have been made to improve integration with existing land use, agricultural operations and the overall design of the connection.

These include:

- Improved alignment of wood pole locations with existing field boundaries.
- Increased separation from farm buildings where practicable.
- Reduced interaction with farm access tracks and day-to-day agricultural operations.
- Improved integration with existing land management practices.

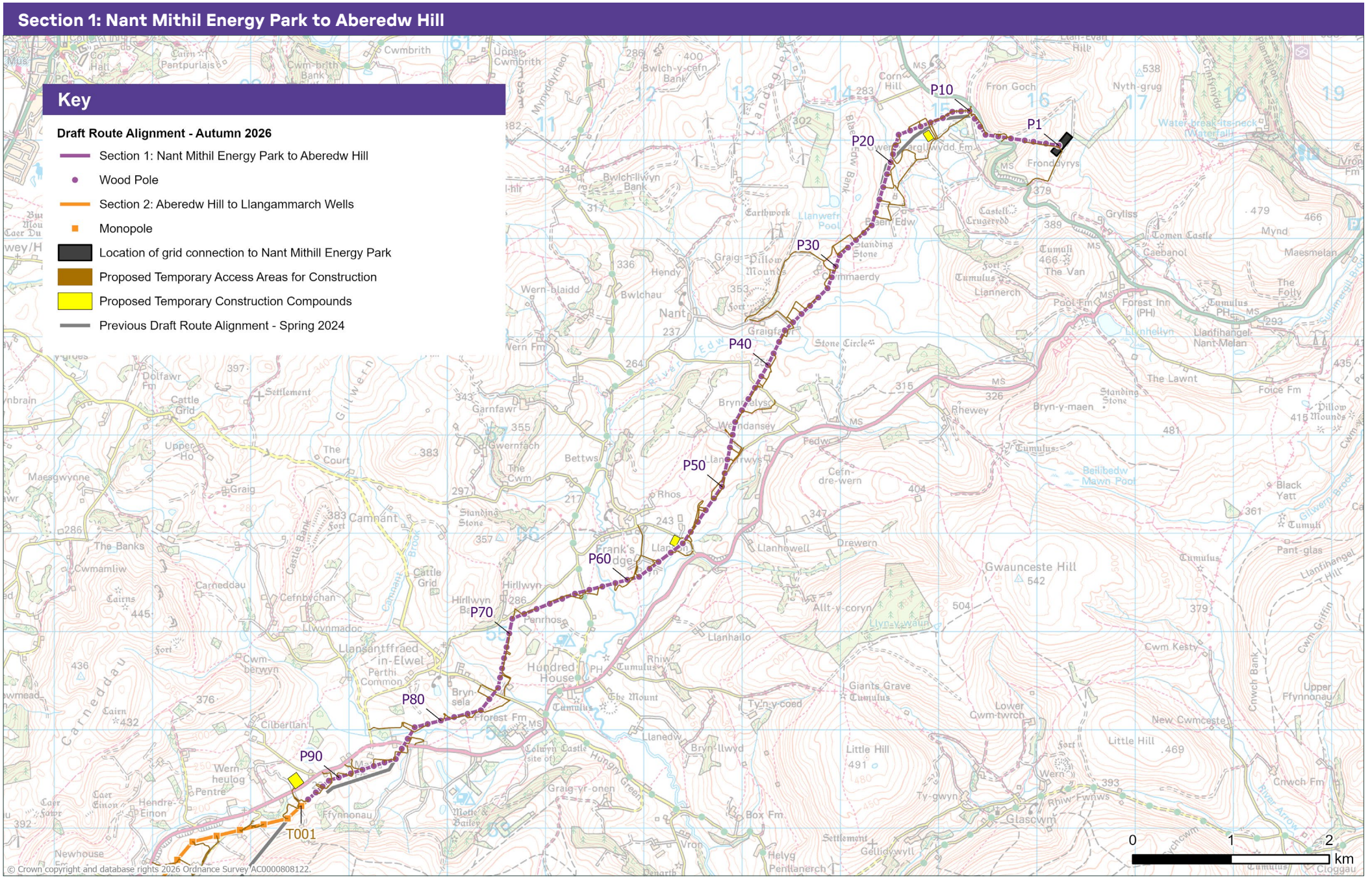
Infrastructure changes include:

- Relocation of the switching station previously proposed at the foot of Aberedw Hill to a more central location along the route, at a new site proposed north-east of Llanwrda.
- In its place the introduction of a terminal monopole structure to facilitate the connection of the proposed Bryn Gilwern Energy Park and Aberedw Energy Park.

Find out more

Visit www.greengencymru.com/towy_usk to view the interactive route map, explore the **Draft Route Alignment – Autumn 2026** in more detail and find out more about this stage of consultation.

The **Documents** section also includes the **Stage Two Consultation Report and Routing and Consultation Document**, which explain how consultation feedback, technical assessments and ongoing design work have informed the current proposals.



SECTION 2: Aberedw Hill to Llangammarch Wells

This section extends from Aberedw Hill to Llangammarch Wells and comprises approximately 18.9 kilometres of overhead line supported by 83 monopoles. This section would be constructed using the new monopole design proposed across much of the route.

The Draft Route Alignment – Autumn 2026 reflects a number of significant refinements to the alignment consulted on in Spring 2024. These changes have been informed by consultation feedback, ongoing environmental assessments and engineering design work, with refinements focused principally within the Aberedw Hill and Cilmeri areas.

Key considerations included:

- Residential visual amenity.
- Cultural heritage and historic environment constraints.
- Woodland and habitat considerations.
- Existing land uses and recreational activities.
- Network Rail crossing requirements.
- Engineering and constructability requirements.
- Safe and efficient delivery and operation of the Project.

These considerations have informed a number of route refinements aimed at reducing potential effects on nearby communities, heritage assets and sensitive environmental features, while supporting the efficient delivery of the Project.

Key benefits of these changes proposed include:

Aberedw Hill

- Alignment re-routed further north-east towards the A481 to utilise lower-lying, less visible terrain, reducing visual effects on the setting of Caer Einon Hillfort, while avoiding restored ancient woodland near the B4567 and minimising impacts on other sensitive woodland areas.

Cilmeri

- Route redesigned to reduce potential impacts on heritage assets and ancient woodland.
- Increased separation from Glan Irfon and nearby residential receptors.
- Alignment adjusted to avoid a strategic pasture field.

Other refinements

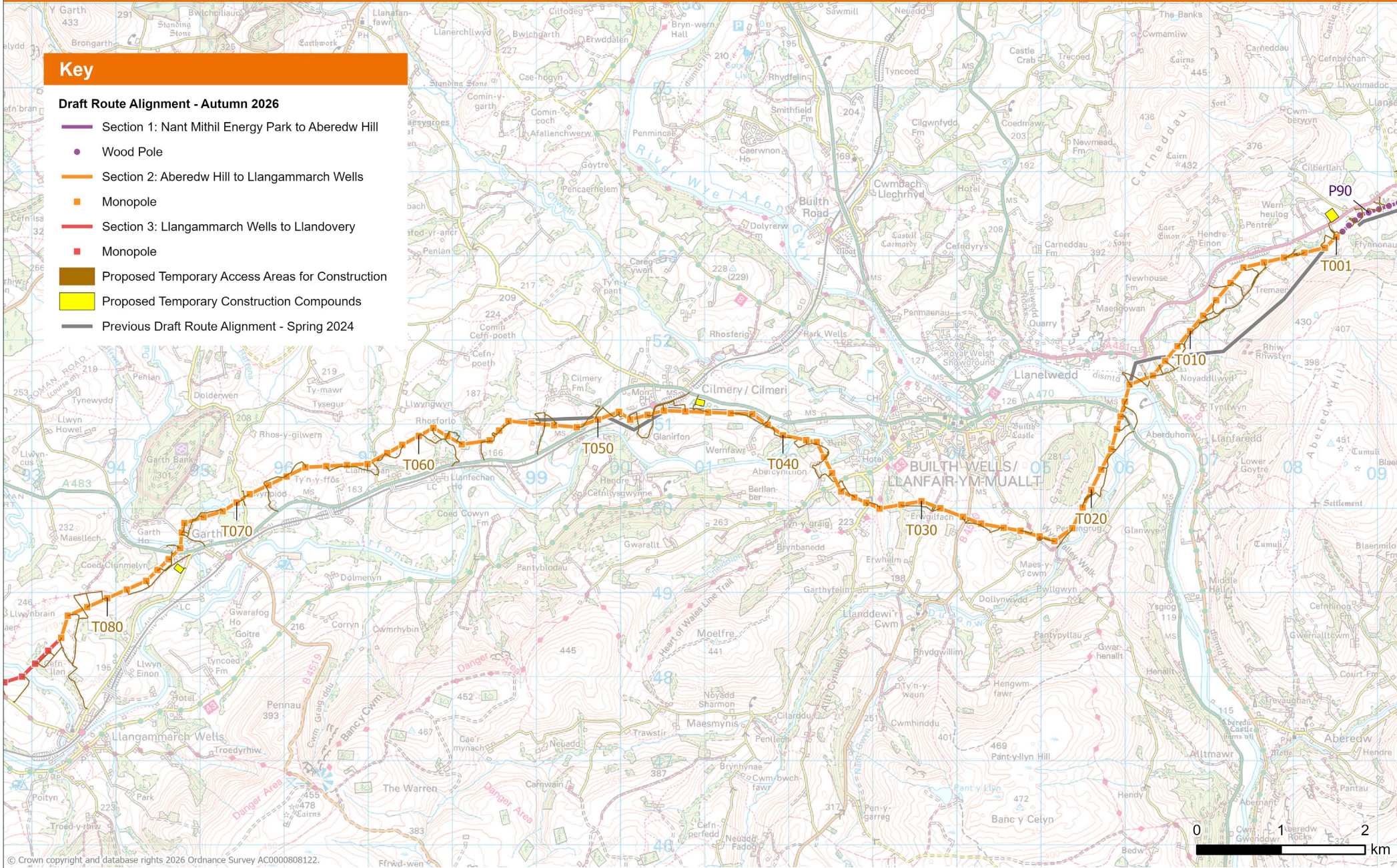
- Route locally adjusted to maximise distance from cultural heritage assets and avoid land used for recreational racing events.
- Consultation feedback from Network Rail has informed amendments to the proposed alignment and crossing arrangements.
- Further engineering assessments have been undertaken to improve the constructability and deliverability of the Project.

Find out more

Visit www.greengencymru.com/towy_usk to view the interactive route map, explore the **Draft Route Alignment – Autumn 2026** in more detail and find out more about this stage of consultation.

The **Documents** section also includes the **Stage Two Consultation Report and Routeing and Consultation Document**, which explain how consultation feedback, technical assessments and ongoing design work have informed the current proposals.

Section 2: Aberedw Hill to Llangammarch Wells



SECTION 3: Llangammarch Wells to Llandovery

Section 3 comprises approximately 18.4 kilometres of overhead line supported by 77 new monopoles between Llangammarch Wells and Llandovery.

The Draft Route Alignment in this section remains largely consistent with that presented in Spring 2024. Refinements have been informed by stakeholder consultation feedback and ongoing environmental, technical and engineering assessments.

Route Options A and B through the Crychan Forest

The two route alignment options remain under consideration within this section:

- Option A:** a more southerly route passing through Crychan Forest.
- Option B:** a more northerly route passing to the north of Crychan Forest.

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.

Key considerations included:

- Stakeholder feedback and local considerations.
- Environmental constraints.
- Landscape and visual impacts.
- Railway crossing requirements.
- Engineering and constructability.

Key proposed refinements include:

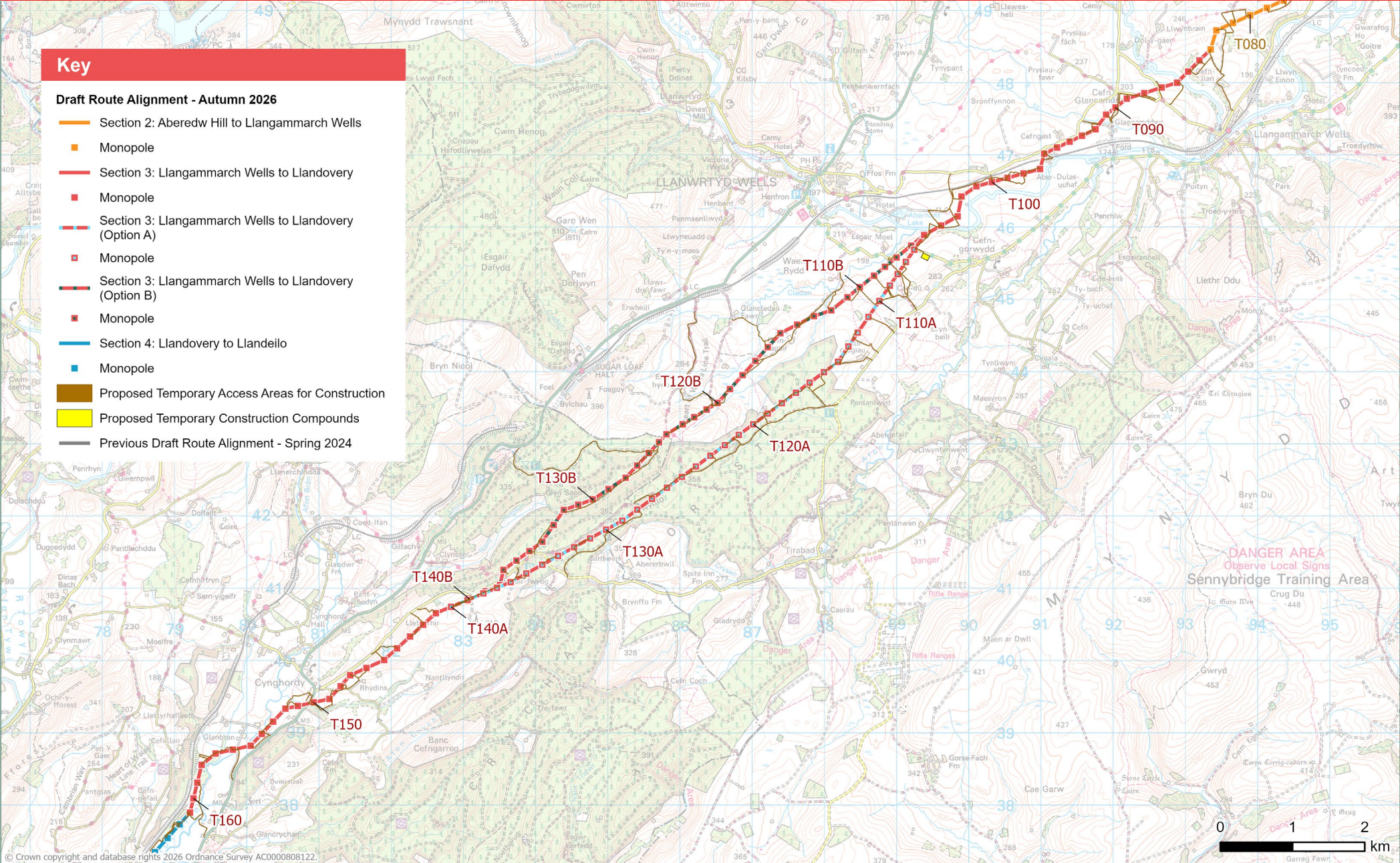
Refining the railway crossing alignment to enable a shallower crossing angle, reducing the crossing footprint, supporting a more efficient design and helping to minimise visual effects.

Find out more

Visit www.greengencymru.com/towy_usk to view the interactive route map, explore the **Draft Route Alignment – Autumn 2026** in more detail and find out more about this stage of consultation.

The **Documents** section also includes the **Stage Two Consultation Report and Routeing and Consultation Document**, which explain how consultation feedback, technical assessments and ongoing design work have informed the current proposals.

Section 3: Llangammarch Wells to Llandovery



SECTION 4: Part 1: Llandovery to Llandeilo

Section 4 comprises approximately 89 monopoles spanning approximately 21.5 kilometres between Llandovery and Llandeilo.

The Draft Route Alignment – Autumn 2026 reflects a number of refinements to the alignment consulted on in Spring 2024.

Following consultation feedback, environmental assessment, landscape and visual appraisal, and ongoing engineering design work, the alignment has been refined further north of its previously consulted position, increasing separation from nearby communities and sensitive receptors and helping to reduce potential visual effects.

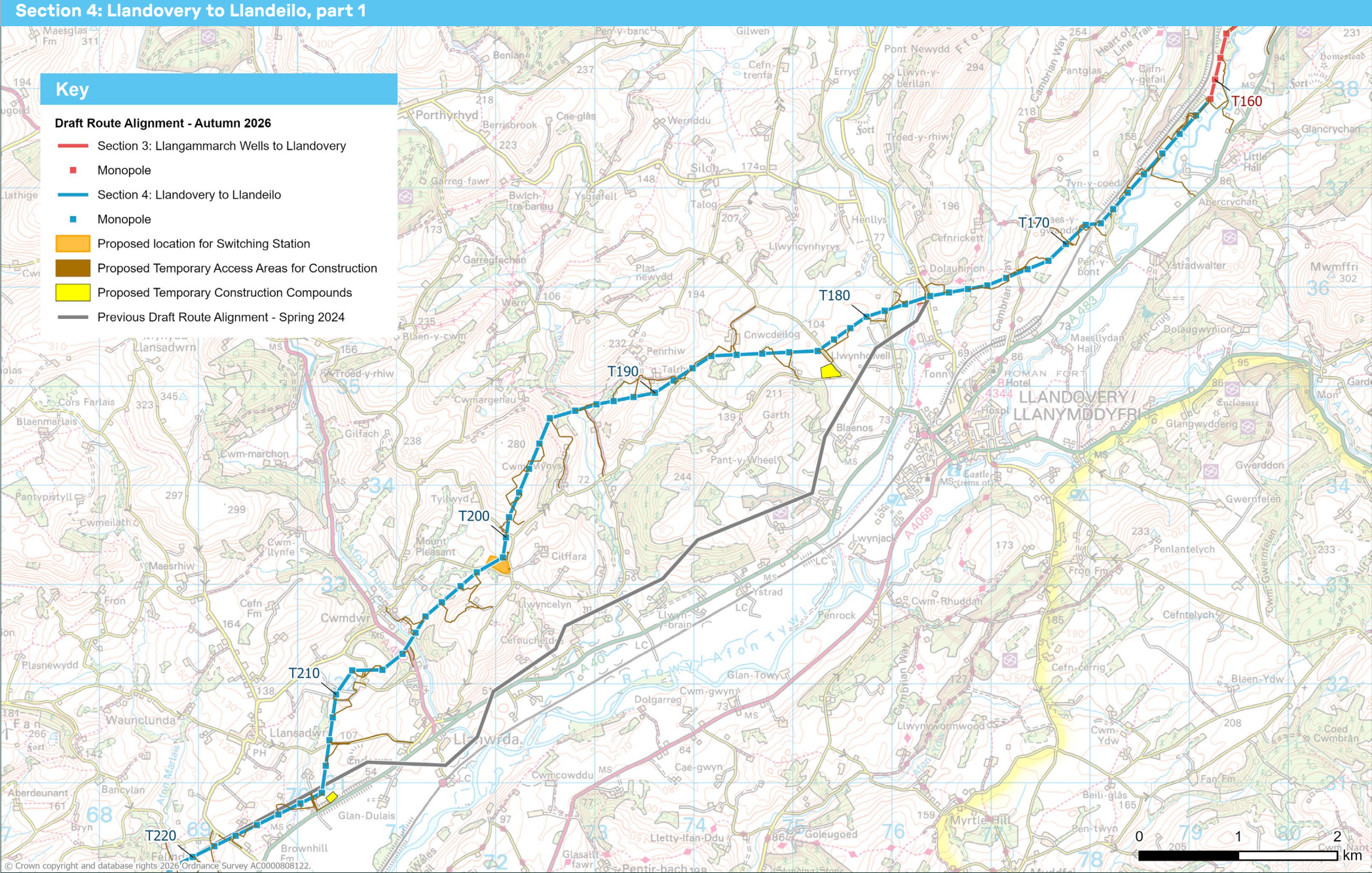
- Key benefits of these changes proposed include:**
- Llandovery to Llanwrda**
- Increased separation from Llandovery, Llanwrda and nearby residential properties, helping to reduce potential visual effects on local communities.
 - Avoiding the River Towy floodplain south of Llanwrda.
 - Reduced potential effects on the Towy Valley Registered Historic Landscape.
 - Reduced potential impacts on the Afon Tywi SAC and the setting of the Cwm-brân Scheduled Monument.
 - Avoiding ancient woodland at Ystrad and Nantyrhogfaen.
 - Reduced impacts on higher-value agricultural land.

Switching Station

As part of the ongoing development of the Project, we have reviewed the location of the proposed switching station. A new location is now proposed north-east of Llanwrda, replacing the previously proposed site at the foot of Aberedw Hill. The new location is closer to the midpoint of the route, supporting a more balanced and efficient network design while improving the operational resilience of the connection.

- Reasons for the proposed changes include:**
- Relocating the switching station to a more central location along the route, helping to support a more balanced and efficient network design.
 - Improving the operational efficiency, resilience and reliability of the electricity connection.

The proposed switching station will require maintenance and operational access throughout its lifetime. The design of the switching station will continue to be developed ahead of statutory consultation, when further details of its layout, appearance, access arrangements, and environmental mitigation measures will be presented.



SECTION 4: Part 2: Llandovery to Llandeilo

Cwm Ifor

Following feedback received during previous consultation and ongoing environmental and technical assessments, changes have been made to the proposals within this section around Cwm Ifor and the Towy Valley.

The Draft Route Alignment has been updated to increase separation from the settlements of Monordeilo and Cwm Ifor, repositioning the route alongside the C1262 where appropriate. Changes have also been made to reduce visual prominence within the Towy Valley Registered Historic Landscape, moving sections of the overhead line away from the northern edge of the valley and into less visually prominent locations.

Further changes have helped reduce potential effects on areas of flood risk, associated habitats, heritage assets, woodland, local businesses and agricultural land. These changes reflect ongoing environmental, technical and community considerations as the design continues to develop.

Key changes in this section include:

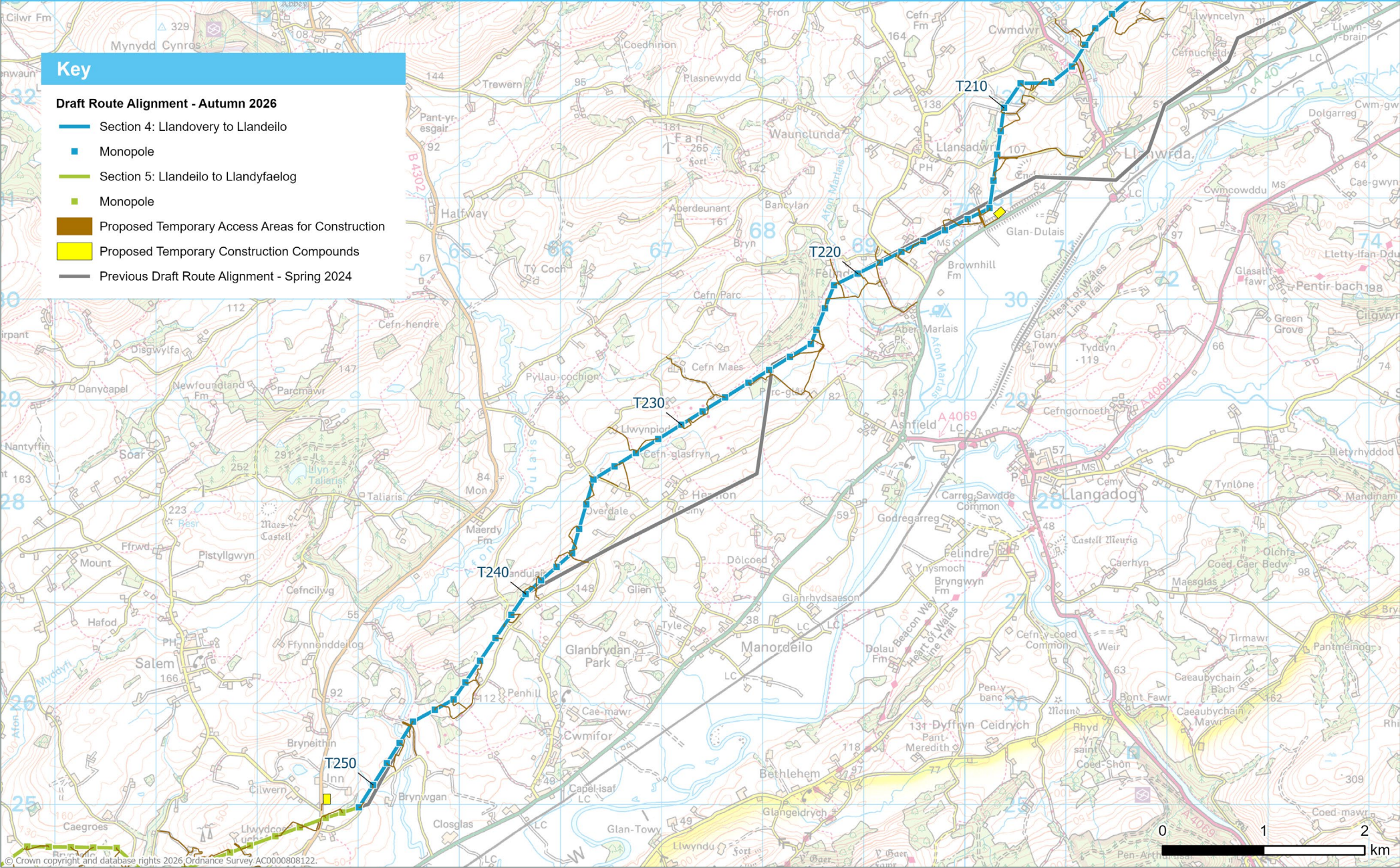
- Increased separation from the settlements of Monordeilo and Cwm Ifor.
- Reduced visual prominence within the Towy Valley Registered Historic Landscape.
- Reduced potential effects on areas of flood risk, habitats, heritage assets, woodland, local businesses and agricultural land.

Find out more

Visit www.greengencymru.com/towy_usk to view the interactive route map, explore the **Draft Route Alignment – Autumn 2026** in more detail and find out more about this stage of consultation.

The **Documents** section also includes the **Stage Two Consultation Report and Routeing and Consultation Document**, which explain how consultation feedback, technical assessments and ongoing design work have informed the current proposals.

Section 4: Llandovery to Llandeilo, part 2



SECTION 5:

Part 1: Llandeilo to Llandyfaelog

Section 5 comprises approximately 103 monopoles spanning a distance of around 27.9 kilometres between Llandeilo and Llandyfaelog, together with an approximately 6 kilometre underground cable section through the Llanarthney area.

As this section crosses the Towy Valley, one of the most environmentally and visually sensitive parts of the route, significant attention has been given to minimising potential effects on the landscape, nearby communities and important environmental features. This has led to the extension of the proposed underground cable section through Llanarthney and a number of further refinements to the route alignment.

The Draft Route Alignment – Autumn 2026 reflects how the Project has evolved in response to consultation feedback, environmental assessment and ongoing design work, with notable refinements in the Cwrt Henri, Llanarthney and Nantycaws to Llandyfaelog areas.

Key benefits of these changes proposed include:

- Increasing separation from communities and residential properties.
- Landscape and visual effects within the Towy Valley.

- Agricultural land use and farming operations.
- Woodland, habitats and environmental constraints.
- Existing utilities and planned development.
- Engineering and constructability requirements.
- Safe and efficient delivery and operation of the Project.

Cwrt Henri

The route has been re-routed south of Cwrt Henri, broadly following the alignment of the Llannon Road:

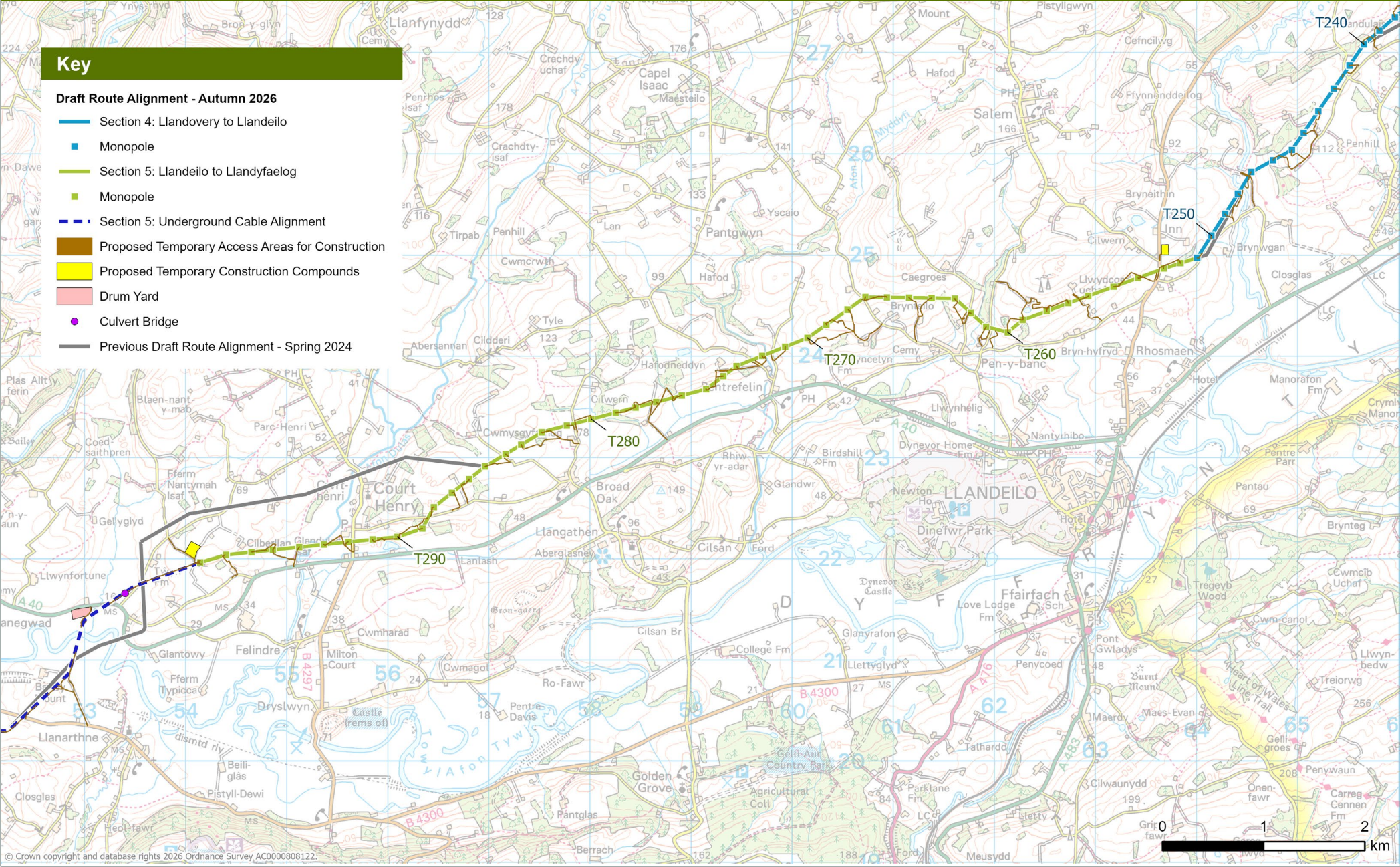
- Increasing separation from the community, including nearby sensitive receptors.
- Reducucing potential visual effects on local residents, and interactions with woodland and environmental constraints.

Find out more

Visit www.greengencymru.com/towy_usk to view the interactive route map, explore the **Draft Route Alignment – Autumn 2026** in more detail and find out more about this stage of consultation.

The **Documents** section also includes the **Stage Two Consultation Report and Routeing and Consultation Document**, which explain how consultation feedback, technical assessments and ongoing design work have informed the current proposals.

Section 5: Llandeilo to Llandyfaelog, part 1



SECTION 5: Part 2: Llandeilo to Llandyfaelog

Underground cable section at Llanarthney

In response to consultation feedback regarding opportunities for undergrounding, together with environmental assessment and a detailed review of underground cable technologies, installation methods and engineering requirements, the proposed underground cable section through Llanarthney has been extended. This work has included ongoing technical assessment of how underground cables could be safely and efficiently installed, operated and maintained within this particularly sensitive part of the Towy Valley.

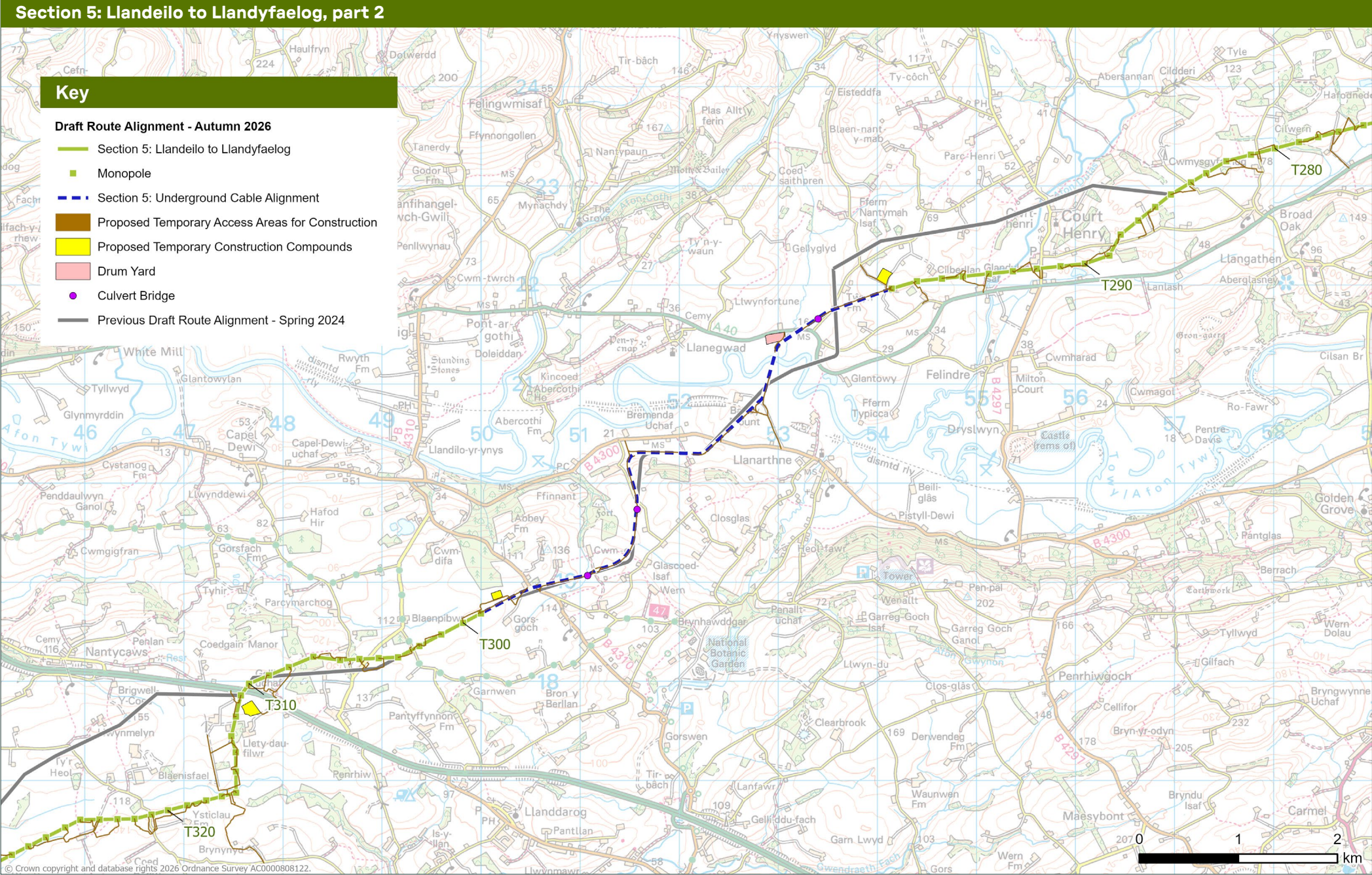
The locations of the Cable Sealing End Compounds, which are required at either end of the underground cable section to enable the transition between overhead line and underground cable, have been refined as part of the extended undergrounding proposals. These refinements help reduce potential environmental and visual effects while supporting the safe and efficient operation of the connection.

- Key benefits of these changes proposed include:
- An extended underground cable section through Llanarthney.
 - Reduced visual effects within the Towy Valley.
 - Reduced interactions with priority habitats and environmentally sensitive areas.
 - Fewer monopoles within the Llanarthney area.
 - Improved alignment of the underground cable route and transition points.
 - Refined Cable Sealing End Compound locations, helping to reduce potential environmental and landscape effects.
 - Enhanced constructability, safety and operational performance of the connection.

Find out more

Visit www.greengencymru.com/towy_usk to view the interactive route map, explore the **Draft Route Alignment – Autumn 2026** in more detail and find out more about this stage of consultation.

The **Documents** section also includes the **Stage Two Consultation Report and Routing and Consultation Document**, which explain how consultation feedback, technical assessments and ongoing design work have informed the current proposals.



SECTION 5:

Part 3: Llandeilo to Llandyfaelog

Nantycaws to Llandyfaelog

The alignment between Nantycaws and Llandyfaelog has been refined following further environmental assessment, engineering design development and consideration of planned development within the Nantycaws area.

A series of localised route adjustments have been made to increase separation from residential properties and businesses, respond to existing and planned land uses, and further reduce potential environmental and visual effects.

These refinements include changes to the route on both sides of the A48 and adjustments to accommodate local constraints while maintaining a safe and efficient connection into the National Grid connection point.

Key benefits of these changes proposed include:

- Reduced interaction with planned development, residential properties and local businesses.
- Reduced visual and environmental effects, including impacts on priority habitats.
- Reduced interaction with existing utilities and land used for equestrian activities.
- Improved compatibility with agricultural operations and enhanced constructability of the connection.

These refinements move sections of the route further from communities and sensitive receptors, and improve the relationship between the route, planned development, environmental features and agricultural land use.

Connection to the existing electricity network

National Grid Electricity Transmission (NGET) is proposing a new 400kV substation near Llandyfaelog to support future electricity network requirements.

As part of the Towy Usk Project, Green GEN Cymru is proposing a separate 132kV substation that would be located within the boundary of the proposed National Grid substation site and would provide the connection between Towy Usk and the wider electricity network.

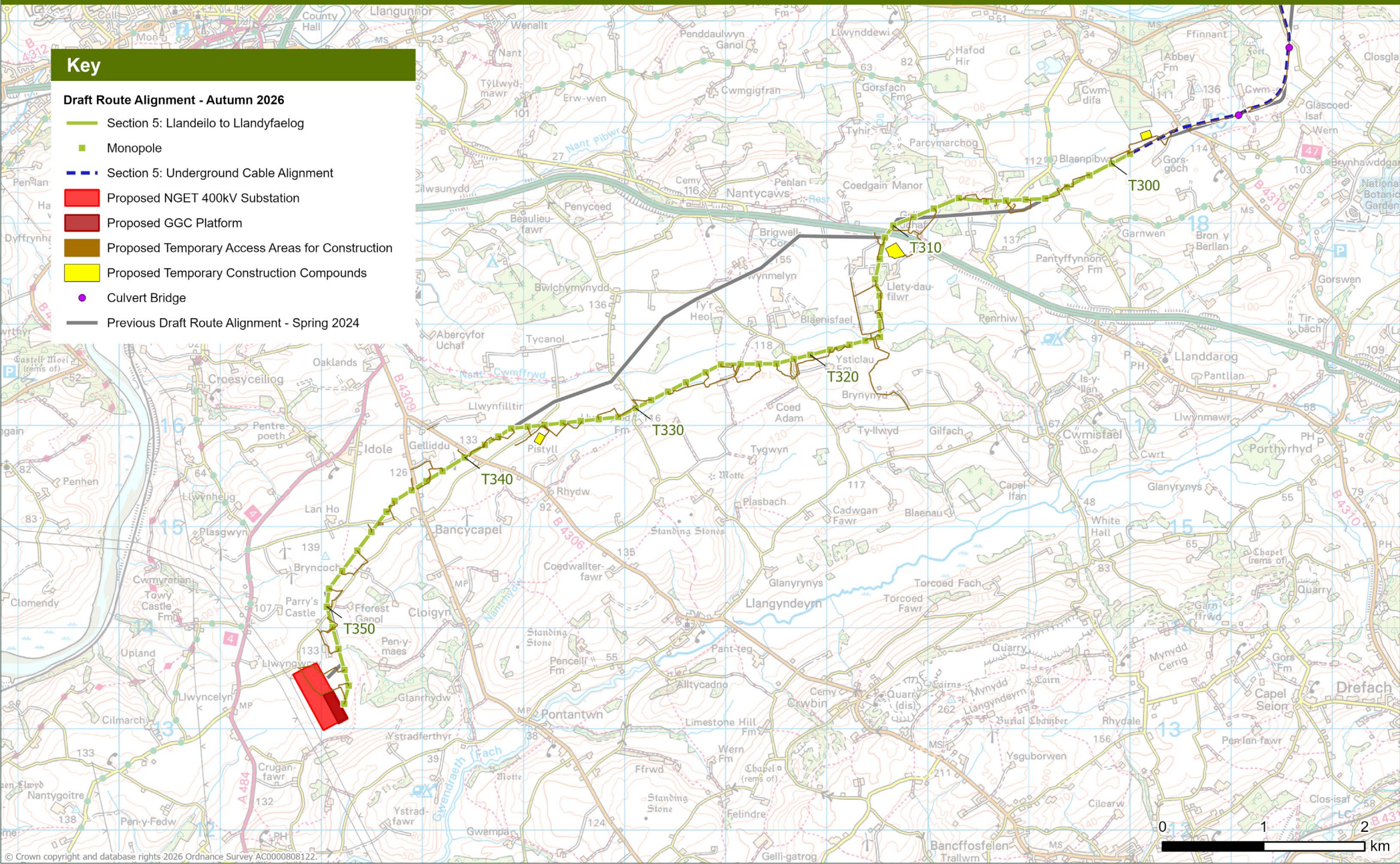
Although located within the National Grid substation site, the proposed Green GEN Cymru 132kV substation is a separate element of infrastructure and would be progressed through a separate planning application to Carmarthenshire County Council.

Find out more

Visit www.greengencymru.com/towy_usk to view the interactive route map, explore the **Draft Route Alignment – Autumn 2026** in more detail and find out more about this stage of consultation.

The **Documents** section also includes the **Stage Two Consultation Report and Routeing and Consultation Document**, which explain how consultation feedback, technical assessments and ongoing design work have informed the current proposals.

Section 5: Llandeilo to Llandyfaelog, part 3





Building the connection

The construction and commissioning of the connection is expected to take approximately two years, followed by a period of reinstatement to restore the land it to its previous use. Construction would be phased, with a number of working sections operating along different parts of the route at any one time.

The connection would typically be built in five main stages.

- **Establish construction compounds**, including site offices, welfare facilities, material storage areas and parking construction vehicles.
- **Build the connection**, including the installation of overhead line structures, conductors, underground cables, and associated infrastructure.
- **Test and commission the equipment**, ensuring all components operate safely and perform as intended before the connection is energised.
- **Re-instate the land**, removing temporary works and restoring the areas, with additional landscaping and planting where appropriate.
- **Prepare construction working areas**, including ground preparation works and the creation of temporary access points and access tracks. Some access routes may be retained on a permanent basis to provide operational and maintenance access following construction.

Transport during construction

Most of the equipment required to build the connection, including poles, conductors, construction materials, cranes, and equipment for temporary works such as construction compounds and access tracks, would be transported using conventional construction vehicles. These vehicles would be similar in size and weight to those regularly used within the agricultural and forestry sectors. Construction activities would require a range of vehicles to support the delivery of the Project, including vans used by site personnel and occasional specialist vehicles for transporting equipment and construction materials.

When developing our transport strategy, we have sought to identify routes that make use of the existing road network while minimising potential disruption to local communities, businesses, visitors and other road users wherever practicable.

We are proposing to use existing roads, such as the A48, A40, A483, A470, A481, and A44 as the main routes for accessing construction areas, together with the smaller roads that provide access to the route alignment and associated construction work areas.



This image is provided for illustrative purposes only and shows an example of the machinery and equipment that may be used during the construction of the Project.



Our equipment

The proposed connection would comprise wires (known as conductors) supported by overhead line structures along most of the route, and an underground cable section within part of Section 5.

In Section 1, the conductors would be supported by wood poles, while steel monopoles are proposed throughout Sections 2 to 5. In the Llanarthney area of Section 5, a section of the connection is proposed to be installed underground to help reduce potential effects in this location.

Together, these elements would form a 132kV electricity connection, carrying electricity between the proposed Nant Mithil Energy Park to the National Grid connection point at Llandyfaelog.

Wood poles and monopoles

The proposed overhead connection includes both wood pole and monopole designs, reflecting consultation feedback and a range of environmental, community, technical and engineering considerations.

- Wood poles are approximately 12-14 metres high. They generally require smaller foundations and can often be erected using a Hiab wagon (crane lorry) or excavator.
- Monopoles are typically around 22 metres high. These steel structures require a smaller footprint than traditional lattice pylons and the use of specialist lifting equipment during installation.
- Both structure types support the conductors that form the proposed single-circuit 132kV electricity connection.

While the construction process is broadly similar, the scale of working areas, foundations and lifting equipment required may vary depending on the structure type and site-specific conditions.

Setting up the sites

Before construction begins, temporary works would be undertaken to allow safe access to wood pole and monopole locations along the route.

This may include:

- Installing temporary access tracks and construction access roads to structure locations, using stone or temporary track mats where appropriate.
- Making minor modifications to existing access routes, such as widening field entrances where required.
- Establishing temporary construction working areas around structure locations.
- Trimming or removing vegetation where necessary to maintain safe working conditions and appropriate clearances from live conductors.
- Managing vegetation and tree cover where required to facilitate construction activities and the long-term safe operation of the connection.

Construction

The construction of the overhead line would typically involve:

- Preparing and levelling temporary construction working areas.
- Excavating and constructing foundations for wood poles and monopoles.
- Delivering structure components, insulators and conductors to site.
- Erecting wood poles and monopoles using specialist lifting equipment.

- Delivering conductors on drums to designated working areas.
- Installing conductors between structures and completing associated electrical works.
- Testing and commissioning the connection before it is energised.

Post-construction and reinstatement

Once construction and commissioning are complete, temporary construction infrastructure would be removed and affected areas reinstated where practicable.

This would typically include:

- Removing temporary construction compounds, working areas and access tracks that are no longer required.
- Reinstating agricultural land, field boundaries and drainage features affected during construction activities.
- Restoring temporary access points and construction working areas.
- Replacing or enhancing habitats affected during construction.
- Undertaking landscaping, screening and planting where appropriate to further help reduce visual effects.
- Monitoring reinstated areas to ensure vegetation and habitats re-establish successfully.



Once construction is complete, we would seek to reinstate affected land and enable established farming and land management practices to continue wherever possible.



Underground cable

In the Llanarthney area of Section 5, part of the connection is proposed to be installed underground. In response to consultation feedback regarding opportunities for undergrounding, together with a detailed review of underground cable technologies, installation methods and engineering requirements, the underground cable section through Llanarthney has been extended.

This change has been developed to help reduce potential visual effects within this sensitive landscape while balancing environmental, technical and operational considerations and maintaining a safe and reliable electricity connection.

Underground cable installation methods

There are several methods for installing underground 132kV 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.

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 open-cut excavation.

Setting up the site

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

The cables are generally buried beneath protective cable tiles. In most locations, the top of the highest duct is approximately 1 metre below finished ground level, resulting in an overall trench depth of around 1.5 metres. The exact depth may vary depending on ground conditions, drainage requirements, soil characteristics and the need to minimise disruption to agricultural activities.

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.



Underground cable associated infrastructure

Cable Sealing End Compounds are required at either end of the underground cable section to facilitate the transition between the overhead line and underground cable. These compounds contain the electrical equipment needed to safely transfer electricity between the two systems and form an integral part of any underground cable connection.

Joint bays are also required at intervals along the route, requiring large excavations to connect individual cable sections. Where ducts are used, the cables would be pulled through them between joint bays from large cable drums. Once the cables or ducts have been installed, they will be tested and the trenches will be backfilled. Subsoil will be replaced and then the topsoil, helping to restore the land to its previous condition and enabling existing land uses to continue.

Independent assessments of undergrounding

Further information on undergrounding and transmission technologies is available in the Documents section of the Green Cymru website: www.greengencymru.com

Available reports include:

- Turner & Townsend Overhead Lines Forecast Cost Report
- DNV Distribution Network Topology Assessment Report
- IET Electricity Transmission Technologies Report



Working with landowners and occupiers

At Green GEN Cymru, we are committed to building positive and constructive relationships with landowners and occupiers throughout the development of the Towy Usk Project.

Landowner engagement has been an important part of the Project since our first consultation in 2023.

Through ongoing discussions, survey access arrangements and consultation activities, local knowledge and landowner feedback have helped inform the development of the **Draft Route Alignment – Autumn 2026** and the associated infrastructure proposals presented in this consultation.

We recognise that landowners and occupiers may have specific interests relating to farming operations, access arrangements, environmental management, construction activities and the long-term operation of the connection. We remain committed to working with you as the Project develops and encourage you, or your representatives, to contact us if you have any questions or would like to discuss the proposals.

Surveys and land access

Environmental and technical surveys continue to play an important role in informing the Project's design and environmental assessment. These surveys help us understand local conditions, identify potential effects and develop appropriate mitigation measures.

To undertake this work, access to land is often required. We will continue to engage directly with landowners and occupiers to agree suitable access arrangements and, wherever possible, undertake survey work at convenient times and with minimal disruption to existing land uses and operations.

Our land agent

Green GEN Cymru has appointed **Dalcour Maclaren** to support engagement with landowners and occupiers along the proposed route.

Working alongside the Project team, Dalcour Maclaren will continue to assist with:

- Survey access arrangements.
- Ongoing landowner engagement.
- Route development discussions.
- Construction and access considerations.
- Building positive and constructive working relationships.

Providing access for surveys does not affect your ability to take part in the consultation or share your views on the Project at any stage.

We understand the importance of your land, business and day-to-day operations. Our aim is to work closely with landowners and occupiers throughout the development of the Project, maintaining open communication and agreeing access arrangements in a way that is practical, respectful and minimises disruption wherever possible.

Building positive relationships remains central to our approach, and we will continue to engage with landowners and occupiers as the Project develops.



Staying in touch

If you are a landowner or occupier and would like further information, please contact:



0333 052 4114



towyusk@dalcourmaclaren.com

What are we consulting on - Autumn 2026

Providing your feedback

Building on what we've heard: Refining the project together.

This consultation is open from Tuesday 6 October to Tuesday 24 November 2026

The proposals presented in this consultation are our most developed proposals to date, but the Project remains open to influence.

We want to hear about local issues, opportunities, constraints and mitigation measures that may not yet have been identified. Your feedback can help us further refine the route, construction access arrangements, and environmental mitigation measures before statutory consultation.

Local knowledge can make a real difference

Please tell us if there are changes you think we could make to improve the proposals or reduce impacts and, importantly, explain why.

The more detail you can provide, the better

Information about locations, properties, businesses, environmental features, access arrangements, agricultural operations and community assets can help us identify opportunities to further refine the proposals and reduce potential effects wherever possible.

We are seeking feedback on:

The Draft Route Alignment – Autumn 2026, including:

- Approximately 92km of new overhead line and the proposed locations of wood poles and monopoles, a new structure type proposed along much of the route.
- Proposed temporary access areas and compounds required during construction.
- The proposed switching station site in Section 4, located to the north-east of Llanwrda.
- 6 km of underground cable in Section 5, including crossings beneath the A40, the River Towy, the B4300 and the B4310.
- Any issues, opportunities or considerations that should be considered as the Project continues to be developed.
- Your experience of the consultation process and the information we have made available.

Why your feedback matters

- ✔ Feedback received through previous consultations has helped shape the proposals presented today.
- ✔ The Draft Route Alignment – Autumn 2026 represents our most developed proposals to date, but they remain open to influence.
- ✔ Feedback received during this consultation will help inform the next phase of design development ahead of statutory consultation in 2027.
- ✔ We will consider your comments alongside ongoing environmental assessments, technical studies and engineering design work as the Project continues to evolve.



Consultation events – Autumn 2026

Your views continue to play an important role in shaping the Project.

Visit one of our consultation events to explore the proposals, ask questions and discuss any local issues, opportunities or concerns with members of the Project team.

The events will include exhibition materials, detailed route maps and a 3D model of the proposed route and infrastructure. Please come along to view the proposed new monopole design, understand how it differs from the previously proposed pylon design, and discuss the latest proposals directly with members of the Project team.

Event timetable

Venue	Date and time
Montgomery Pavilion Royal Welsh Showground, Builth Wells LD2 3SY	Wednesday 14 October, 2pm to 7pm
Llandovery Rugby Club Church Bank, Llandovery SA20 0BA	Thursday 15 October, 2pm to 7pm
Penybont District Community Centre Penybont, near Llandrindod Wells LD1 5UA	Friday 16 October, 2pm to 7pm
Llanarthney Community Hall Llanarthney, Carmarthen SA32 8JD	Wednesday 21 October, 12:30pm to 5:30pm
Llandeilo Fawr Civic Hall 17 Crescent Road, Llandeilo SA19 6HW	Thursday 22 October, 9:30am to 2:30pm
Llandyfaelog Community Hall Carmarthenshire SA17 5PA	Saturday 24 October, 11am to 4pm

How to provide your feedback

You can provide feedback in any of the following ways:

- 🌐 Complete the online feedback form at www.greengencymru.com/towy_usk
- 📄 Complete a paper feedback form, available at consultation events, and return it to **FREEPOST GREEN GEN TOWY USK**.
- ✉ Email your feedback to info@greengentowyusk.com

To help you share your views, the feedback form has been designed to reflect the way the proposed route is presented throughout this brochure, across Sections 1 to 5.

This enables you to provide comments on specific parts of the route, as well as any wider observations, opportunities or concerns relating to the Project as a whole.

Have Your Say

We welcome detailed feedback on all aspects of our proposals. To ensure your comments can be fully considered as part of the consultation process, we ask that feedback relates to the Project and its potential effects. We are unable to take into account views on wider matters such as energy generation, government policy, or the emerging National Energy Strategy.

Closing date: Please submit your feedback by 23:59 on Tuesday 24 November 2026.

All feedback received will be carefully reviewed and considered as we continue to develop our proposals. The more focused and detailed your comments, the better we can understand the potential effects of the Project and consider opportunities to avoid, reduce or mitigate impacts wherever possible.

We look forward to hearing your views.

Information to support the consultation

All consultation materials are available to view and download from the **Documents** section of the project website. These documents provide further information on the development of the Project, the assessments undertaken, the feedback received and the changes that have helped shape the current proposals.

Available documents include:

- **Routeing and Consultation Document – Stage Three Non-Statutory Consultation**, providing detailed information on the route development process, assessments undertaken and design evolution.
- **Draft Route Alignment Stage Two Consultation Report - Spring 2024**, including consultation feedback received and our response.
- Consultation Brochure.
- Feedback Form.
- Route Maps, including detailed maps of the Draft Route Alignment – Autumn 2026 and associated infrastructure.

Visit www.greengencymru.com/towy_usk to access all consultation documents and supporting information.

Help shape the project

The proposals presented in this brochure are not final.

Feedback received during this consultation, together with ongoing environmental assessments, technical studies and stakeholder engagement, will continue to inform the development of the Project.



Project timeline and next steps

The Towy Usk Connection Project is being developed as a Significant Infrastructure Project (SIP). As the developer, GGC will prepare and submit an Infrastructure Consent Order (ICO) application to Planning and Environment Decisions Wales (PEDW), which will examine the application on behalf of the Welsh Ministers. The Welsh Ministers will then make the final decision on whether the Project should proceed.

Feedback received during this consultation, together with ongoing engagement with local communities, landowners, local authorities, community councils and specialist organisations, will help inform the continued development of the Project and the finalisation of the design.

We will also continue to undertake environmental surveys, technical assessments and engineering studies to inform the Project's Environmental Impact Assessment (EIA).

The findings will be reported in an Environmental Statement, which will explain the likely environmental effects of the Project and the measures proposed to avoid, reduce or mitigate those effects.

Before an application is submitted, there will be a statutory consultation on the Project. This will provide a further opportunity for people to review the detailed proposals and draft environmental information, and to share their views before the application is finalised.

Following submission of the application, there will be additional opportunities for communities, landowners and stakeholders to participate in the planning process and provide comments directly to the determining bodies as part of the examination of the Project.

Your feedback now will help shape the Project as it progresses towards statutory consultation and the preparation of the ICO application.

Project timeline – Key next steps

Autumn
Stage Three
consultation

2026

Statutory
Consultation

2027

PEDW Examination

Following
submission

2028

ICO Application
Submission

Final Stage

Decision by Welsh
Ministers



Website
www.greengencymru.com/towy_usk



You can call us free of charge on
0800 3777 339



Email us at
info@greengentowyusk.com



Write to us free of charge at
FREEPOST GREEN GEN TOWY USK