

Appendix 5

Potential Grid Connection

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List of Abbreviations

Abbreviation	Description
CEMP	Construction Environmental Management Plan
DNS	Development of National Significance
EIA	Environmental Impact Assessment
ES	Environmental Statement
GSP	Grid Supply Point
IEF	Important Ecological Feature
km	kilometre
kV	kilovolt
LCA	Landscape Character Area
LERC	Local Environmental Records Centres
m	metre
NCR	National Cycle Route
NPTCBC	Neath Port Talbot County Borough Council
NRW	Natural Resources Wales
PAWS	Plantation on Ancient Woodland Site
PWS	Private Water Supply
SINC	Site of Importance for Nature Conservation
SLA	Special Landscape Area
UKSO	United Kingdom Soil Observatory

A5.1 POTENTIAL GRID CONNECTION

Introduction

- A5.1.1 There are two electrical networks associated with a wind farm project:
- Onsite electrical network: connecting the wind turbines to the onsite substation. This is the responsibility of the wind farm developer and forms part of this Development of National Significance (DNS) application; and
 - Works to connect the onsite substation to the national electricity grid. This is generally the responsibility of the network operator.
- A5.1.2 The electrical connection for Y Bryn Wind Farm (proposed development) to the national electricity grid network does not form part of this current application. As such, if the proposed development is granted permission, a separate application for the grid connection will be submitted (if necessary) by the transmission network operator, National Grid, who has sole responsibility for obtaining the required permissions for the off-site connection.
- A5.1.3 It is recognised that the grid connection is only required as a consequence of the wind farm proposal, therefore the aim of this appendix is to present a high-level summary of the potential environmental impacts of the indicative grid connection route options.
- A5.1.4 This assessment is based primarily on desk-based assessments and supplemented with indicative views of specialist consultants for those topics considered relevant.

Potential Indicative Grid Connection Routes

- A5.1.5 Within the wind farm site, all electrical connection cables will run in underground trenches below agricultural or forestry machinery depth following the routes of the site access tracks or field boundaries so far as practical. The typical detail of the cable trenches is shown on Figure 5.6, Environmental Statement (ES) Volume 2.
- A5.1.6 The electrical connections between turbines will lead to the onsite substation, located to the south-west of the site as shown on Figure 1.2, containing the site transformer, circuit breakers and metering point.
- A5.1.7 The electrical connections within the wind farm site (up to the substation) form part of the proposed development and are assessed within the main ES. Further details about the substation are provided in Chapter 5: Project Description.
- A5.1.8 The applicant has received a grid connection offer from National Grid for the proposed development. The offer contains outline information regarding the grid connection, including an indicative point of connection.
- A5.1.9 For the purposes of this assessment however, two alternative potential points of connection and indicative grid connection route options have been considered:
- Option A comprises a point of connection into a 275 kilovolt (kV) pylon running inside the south-western site boundary, with underground cabling running adjacent to the existing forestry and wind farm access road, before leading off to beneath the existing pylon where it is likely that some form of gantry, and possible additional above ground electrical equipment, will facilitate a connection to the existing infrastructure.
 - Option B comprises a point of connection at the existing Margam Grid Supply Point (GSP) substation, with underground export cabling running out south-west from the on-site substation adjacent to existing forestry roads and across farmland before coming above ground onto wooden poles to cross the M4 motorway, running then approximately parallel to the route of the existing 275 kV pylons back to Margam GSP.

Assessment of Potential Effects

- A5.1.10 A high-level assessment (based on the information currently known) of the potential environmental effects of the grid connection route(s) has been undertaken.
- A5.1.11 Each environmental topic which is assessed in the ES for the proposed development has been considered for any potential significant effects which may occur as a result of the proposed grid connection. The findings of this analysis are set out in this appendix in the order in which the topics occur in the ES. The indicative grid connection route options are illustrated in Figure 5.11.

Ecology

- A5.1.12 The assessment of potential indicative grid connection route options is based on a desk-based review of the two proposed routes in relation to the baseline information gathered as part of the ecological assessment for the wind farm, information provided by Local Environmental Records Centres (LERC) Wales and aerial imagery.
- A5.1.13 With Option A, the trenches would be located adjacent to existing forestry tracks and wind farm access road thereafter leading north-west to the existing pylon where above ground infrastructure would be located. The Phase 1 habitat surveys in this area show that on leaving the south section of productive forestry, the cable route passes through habitat classed as B4 (improved grassland). This habitat has low conservation value and has not been assessed as an Important Ecological Feature (IEF). The habitat loss from underground cabling is considered to be small in scale and temporary and not significant.
- A5.1.14 With Option B, the trenches would be located adjacent to existing tracks within the south section of forest before crossing farmland to the south-west, whilst following existing tracks, where possible. This area was not included in the habitat survey area, but from aerial imagery this open ground looks to be improved grassland, and therefore of low conservation value. Habitat loss from underground cabling is considered to be small in scale and temporary and not significant.
- A5.1.15 As the cable route heads downslope it will then switch to above ground overhead lines, comprising negligible footprint impacts from wooden poles. Between the open ground of Cefn Crugwyllt and the M4 motorway lies an area of ancient semi-natural woodland at Graig Fawr. This woodland includes areas classed as being an 'ancient woodland of unknown origin' and a 'Natural Resources Wales (NRW) priority area: woodland PAWS' (plantation on ancient woodland site); both of which will be crossed by the overhead line. However, no felling is proposed within either area of ancient woodland.
- A5.1.16 To the west of the A4241, an area is crossed that includes a 'restored ancient woodland site', a 'NRW priority area: lowland wetland' and a Site of Importance for Nature Conservation (SINC): 'Junction 38 Wetland Complex'. The qualifying features of the SINC are native woodland, lowland fen and purple moor grass & rush pasture. Power lines already exist within this area and cross the SINC in several directions. Resilience clearance works around the associated pylons are regularly undertaken. The new overhead line would follow existing powerlines and therefore the additional footprint would be minimal.
- A5.1.17 Habitat and protected species surveys would be completed prior to the construction of the grid connection and appropriate mitigation measures implemented (as required) in conjunction with, and approved by, the local authority. All necessary best practice measures will be carried out.
- A5.1.18 Following embedded mitigation, it is considered there would be a negligible impact on ecological features as a result of Option A and a moderately negative, but temporary, impact as a result of Option B. No significant effect on ecology as a result of either of the proposed grid connection route options is predicted.

Ornithology

- A5.1.19

The assessment of potential indicative grid connection route options is based on a desk-based review of the two proposed routes in relation to the baseline information gathered as part of the ecological assessment for the wind farm (baseline surveys and desk study) and aerial imagery.
- A5.1.20

Neither route option is within a site designated for ornithological interests. Therefore, no significant impact is predicted on designated sites.
- A5.1.21

The impact from the sections of underground cabling required for both Options A and B would be similar to those already assessed for the construction of associated infrastructure (e.g., tracks) of the proposed wind farm development and therefore are not significant.
- A5.1.22

The only above ground elements of Option A are the electrical equipment which would be located adjacent to an existing pylon. As such, any effects from disturbance, displacement or collision are considered to be negligible and therefore are not significant.
- A5.1.23

For Option B, outside the onsite trenches, the above ground poles and overhead lines broadly follow the route of the existing 275 kV pylons and cabling. As no additional felling is proposed any effects from disturbance, displacement or collision are considered to be negligible and not significant.
- A5.1.24

Overall, it is considered there would be no significant effect on ornithology as a result of either of the proposed grid connection route options.

Landscape and Visual

Assessment Methodology

- A5.1.25

This ‘high-level’ assessment of potential impacts relating to the grid connection options broadly uses the methodology described in Appendix 8.1. This desk-based assessment involved studying the two proposed routes in relation to the baseline information gathered as part of the landscape and visual impact assessment for the wind farm.

Existing Conditions

Landscape Baseline

- A5.1.26

The routes are aligned broadly east to west extending within the application site across the mainly forested uplands rising towards Mynydd Margam. Beyond the site boundary, Option A extends to the more open scarp top at Mynydd Brombil. Outside the productive forestry and beyond the site boundary, landcover comprises improved grassland and scrub. Option B extends more to the south-west, through sloping agricultural fields and over some deciduous native woodland at Graig Fawr on the scarp slope and then across the more open coastal plain. It crosses footpaths, including the Wales Coast Path and the M4 corridor and beyond this mixed agricultural and developed land and small-scale woodland.
- A5.1.27

Within the application site, the Option A and B routes will extend through Landscape Character Area (LCA) 07 *Mynydd Margam*. This area is a large block of unenclosed upland, much of which is under modern productive forestry. It is situated on the south-west fringe of the Coalfield Plateau that provides a backcloth to the coastal plain. Its elevation means the area provides the skyline to views from the south and west.
- A5.1.28

Both Options A and B will also extend through LCA 06 Mynydd Brombil, Mynydd Emroch and Mynydd Dinas. This LCA ‘takes in the scarp slope and open scarp tops rising to the east of Port Talbot and sitting above the M4 motorway. The landform provides a solid backcloth for the coastal plain creating an important and prominent feature. The scarp is highly visible from the M4, as it runs along the base, while the higher ground is generally hidden from view. The upland characteristics create a unique [sic] in such close proximity to the M4.’

- A5.1.29

Option B will be within LANDMAP Visual and Sensory Aspect Area NPTVS811. The overall evaluation for this area describes the scarp as ‘possibly the most prominent and frequently viewed area in the county borough. Its dramatic topography is enhanced by forest cover and the mosaic of scrub which gives it a scenic quality.’
- A5.1.30

Further to the west on the coastal plain, is *LCA 01 Margam Marsh*. This LCA is situated between Margam Burrows to the south and west, and the heavy industry and M4 motorway to the north and east respectively and comprises flat predominantly cattle grazed land with drainage ditches and overgrown scrubby hedges. Locally, to the west of the LCA, the coherence of the area is diluted by areas of industry, including the steelworks and associated infrastructure such as pylons.
- A5.1.31

Non statutory landscape designations extending across this area include:
 - Margam Special Landscape Area (SLA) (Neath Port Talbot County Borough Council (NPTCBC) EN2); and
 - Margam Mountain Landscape of Special Historic Interest (NPTCBC SP21).
- A5.1.32

Option B will extend across the following access and movement corridors:
 - Wales Coast Path. This route divides into two routes. One extends through the developed land at Margam, and a spur extends through the wooded scarp at Graig Fawr;
 - National Cycle Route (NCR) 04. This follows the A48 trunk road beneath the proposed grid routes;
 - The M4 Motorway; and
 - A48 and A4241 Trunk Roads.

Visual Baseline

- A5.1.33

Visual receptors or viewers in proximity to the grid route options will include:
 - Drivers using the M4 motorway.
 - Walkers using the Wales Coast Path.
 - Cyclists using the NCR 04.
 - Pedestrians using the local network of footways and local footpaths.
 - Residents within the Community at Margam.
 - Residents within scattered dwellings such as at Crugwyllt-fawr and Cwm Maelwg on upland areas to the east of the M4 motorway.

Assessment of Potential Impacts

Landscape

- A5.1.34

Within the application site, cabling for both routes will be buried in a trench adjacent to, or within existing forestry roads. This will involve the temporary presence of construction equipment, progressively working along the route, excavating ground, burying the cables and reinstating the alignment as appropriate. There will be a direct landscape impact due to the loss of vegetation within the footprint of the construction works, including temporary construction related impacts, such as machinery and excavation. However, both temporary construction and permanent operational effects are not predicted to be significant from a landscape perspective, within the application site. The localised loss of existing land cover will be of very limited scale and during the operational stage the cables will not be seen. Construction operations will be of limited extent and duration and largely screened within the extensive forested landscape.
- A5.1.35

Where Option B extends beyond the site boundary to the south-west, it will pass through open farmland. However, the route is well-integrated with the ‘grain’ of the landscape and follows established field boundaries and an unsurfaced track as far as the edge of the woodland at Graig Fawr. Impacts comprising construction operations to bury the cables in this section will be of a very short duration and there will be only very limited or no perceptual

- change to the character of *LCA 06 Mynydd Brombil, Mynydd Emroch and Mynydd Dinas* as a result of construction stage in this section and no change from the operational stage as the cables will be buried.
- A5.1.36 Beyond the open farmland at the upper edge of the scarp slope, Option B will switch to above ground alignment, following alongside the existing cable route as far as the Margam GSP. The proposed Option B cables and poles will pass over the existing woodland at Graig Fawr, the M4 Motorway and the A48 and A4241 trunk road corridors. The route will also pass over field and roadside hedges and trees and the woodland adjacent to the Margam Biomass Green Energy Plant. Although there will be an increased perception and intrusion of man-made elements, the wooded scarp slope will continue to provide a solid backcloth for the more open, flatter coastal plain. The proposed route is also well integrated to the side of the existing electrical route. Furthermore, sections of the route within *LCA 01 Margam Marsh*, will pass through a landscape where the coherence of the landscape is diluted by areas of large-scale industry, including the steelworks, the Margam Biomass Green Energy Plant and existing infrastructure, such as pylons.
- A5.1.37 Overall, there will be a slight increase in the influence of man-made elements, reducing landscape coherence as a result of the perception of the overhead sections the route, primarily Option B. This may also occur where apparatus is needed to connect from underground to overhead lines such as on Mynydd Brombil relating to Option A. The underground routes will result in no change to the landscape character during the operational stage, although there may be some short-term, localised construction effects. In all cases, the key landscape characteristics will remain and effects on landscape character are not predicted to be significant.
- A5.1.38 Effects on designations, comprising the Margam SLA and the Mynydd Margam Landscape of Special Historic Interest are also considered to be not significant. The cables will be buried, and the overhead portion will not detract from the key characteristics of the wooded scarp slope or other characteristics of the designation.

Visual Amenity

- A5.1.39 Visibility of construction activities will be limited to places where buildings and trees do not obscure the view. Sections of the Option B route, extending east from the top of the scarp slope and the entire route of Option A will be located on upland plateau areas with limited access and strong visual enclosure from plantation woodland. Some local footpaths extending across the upland may allow users to view construction activities associated with burying the cables, although the duration of this work will be short and the scale of any work very limited.
- A5.1.40 Sections of Option B extending west from the edge of the scarp slope will, however, be overhead and both the construction and operational stages of this section will be potentially more visible, and may be viewed by the following receptor groups:
- **Drivers using the M4 Motorway, and A48/A4241 Trunk Roads.** The overhead section of Option B will pass over these busy road corridors and will be seen aligned parallel to the existing electrical route. The A48 and M4 Motorway, however, are strongly enclosed by established roadside trees, so that visibility will be short range and contained to very limited sections of the corridors passing beneath the route. There may be visibility of the new timber poles and cabling, subject to positioning. Sections of the A4241 are more open, however, and views of the route extending south will be more widespread. In all cases, drivers and passengers will not be focused on the landscape and will be travelling at speed so that any views will be a glimpse or very short in duration only. Effects, on balance, are considered to be not significant;
 - **Walkers using the Wales Coast Path.** This is divided into two routes, one following the A48 and a northern spur extending along the upper edge of the scarp slope to the east. Both sections of the path are contained by tree, scrub and woodland. The Option B overhead lines will bisect both routes and will result in a slight change to views through the imposition of the pylons/poles and cables, although the extent of visibility will be contained by the enclosing vegetation to the extent that any change will be of very limited scale. Where visible, the overhead Option B infrastructure will also be seen in combination with the existing overhead lines. Although these receptors are likely to be people engaged in recreational activity where the countryside contributes to the experience, effects, on balance, are considered to be not significant;

- **Cyclists using the NCR 04.** This extends along the A48 and is visually contained by tree, scrub and woodland. The Option B overhead lines will bisect the NCR 04 and will result in a slight change to views although the extent of visibility is contained by the enclosing vegetation to the extent that any change will be of very limited scale. Where visible, the overhead Option B lines and poles will also be seen in combination with the existing overhead lines. Although these receptors are likely to be people engaged in recreational activity where the countryside contributes to the experience, effects, on balance, are considered to be not significant;
- **Pedestrians using the local network of footways and local footpaths.** Some visibility of the Option B (as well as Option A where local footpaths extend nearby) will be obtained by users of the local network of paths. These extend across the upland areas and into the productive forestry. There are also pedestrian footways along the A48 and within the developed areas such as Margam. The nature and extent of views will vary, depending on distance and intervening vegetation and buildings. Where routes are below ground, any effects will relate to construction and will be localised. Nearer to Option B where the cables are above ground, some changes in will occur near to the route, such as along the A48. In cases, on balance, effects will be very limited in extent and not significant; and
- **The Community at and around Margam.** Some residents in properties along the southern edge of Margam may receive views of the above ground Option B route as it extends from the top of the scarp slope south onto the coastal plain. Views will be variable depending on intervening scrub and trees. However, the proposed grid connection will be seen in the context of the M4 motorway and trunk roads as well as existing large-scale industry, including the steelworks, the Margam Biomass Green Energy Plant and existing infrastructure such as pylons. Effects, on balance, are considered to be not significant.

Conclusion

- A5.1.41 Overall, it is considered there would be no significant effects on landscape and visual resources as a result of either of the proposed grid connection route options. During the operational stage, the majority of both options will be buried and there will be no change. The overhead Option B section will be visible, but any effects will be not significant. Construction effects are of limited duration and extent and in all cases will not be significant.

Cultural Heritage

- A5.1.42 The potential indicative grid connection route options will entail, for the most part, buried cables and the potential effects may therefore include direct impacts on buried historic assets. The indicative grid connection routes may also include localised above ground infrastructure, including overhead cables such as route Option B and Option A includes a gantry to connect to the existing pylon, these could result in effects on the setting of historic assets. It is assumed that these would be no higher than the existing elements and therefore there would be minimal change to the setting of any historic assets and no significant effects, but a full assessment may be required for the grid connection application.
- A5.1.43 The substation is located within 50 m of Mynydd Margam Boundary Stone III (GGAT03886w), this is a non-designated asset of low importance, and the survival and location of the stone is uncertain. Route option A does not pass close to any other non-designated assets, it does pass within 65 m of scheduled Ergyd Isaf round barrows (GM160). This is well outside of the scheduled area and will not have any direct effects on this asset of high importance.
- A5.1.44 There is the potential for previously unknown historic assets to be present within the site boundary and this is discussed in more detail in the archaeological desk-based assessment which forms Appendix 9.1. Overall, the archaeological potential is considered to vary between low to medium. Route Option A in proximity to Ergyd Isaf round barrows (GM160) may pass through a sensitive area in terms of archaeological potential. The route may therefore require detailed design at this point to ensure there are no significant effects.
- A5.1.45 Route Option B runs close to and sometimes over the top of Cefn Crugwylt medieval trackway (GGAT01069.0w) for much of its entire length (1.6 km). This has the potential to directly impact on this non-designated asset of low

importance. The route should be microsited away from the asset to avoid damage to it, which would result in no significant effects.

- A5.1.46 The proposed cable trench will be approximately 1.5 m to 3.0 m wide and impacts will be limited to the corridor. The construction of the buried cable for both route options have the potential to impact on known and unknown non-designated heritage assets. Where impacts cannot be eliminated with micrositing, any significant effects may be mitigated through a programme of archaeological monitoring and reporting, which will enhance the level of understanding of the heritage resource in this area. This would comprise a watching brief on the excavation of the cable trench.
- A5.1.47 Route Option B includes overhead cables across the M4 motorway. This passes close to Chain Home Low Radar Station (GM488) scheduled monument. The asset is associated historically with clear views and lines of site and, dependent on the siting of the poles carrying the cables, there is the potential for significant setting effects if the views are interrupted.
- A5.1.48 Any assets within 50 m of construction works will also have the potential for accidental damage, this includes Chain Home Low Radar Station which is 25 m from route Option B. The design of the works should consider fencing off the asset to avoid accidental damage. Overall, it is considered there would be no greater than a minor effect on cultural heritage as a result of direct impacts from either of the proposed grid connection route options as long as they are microsited away from assets wherever possible. There is the potential for significant setting effects on one designated historic asset which could be mitigated with careful design. A full assessment of setting effects may be required for the grid connection application.

Hydrology, Geology and Hydrogeology

- A5.1.49 Route Options A and B are for the most part buried cables following existing forestry and proposed wind farm track. When comparing route options, Option A, if buried, would require crossing of around five mapped minor watercourses around the A4241. Option B would require up to two crossings towards the edge of the forestry near Mynydd Brombil.
- A5.1.50 Peat depth probing has not been carried out along route A. The UK Soil Observatory¹ (UKSO) mapper shows that the route is underlain by freely draining acid loamy soils over rock. This soil type underlies other areas of the proposed development, and it is expected soil depths would be similar with peat generally <0.5 m. Option B is underlain by very acid loamy soils with a wet peaty surface. The majority of the route has been probed and underlain by a thin peaty soil generally <0.3 m.
- A5.1.51 Option A is around 260 m upslope of two properties served by a private water supply (PWS). The response to the PWS questionnaire sent out as part of the Environmental Impact Assessment (EIA) indicates that the source of the spring supply is just over 100 m downslope of Option A. There are no known PWS immediately downstream of Option B.
- A5.1.52 Construction method and mitigation would be proposed for these by the Contractor and included in the Construction Environmental Management Plan (CEMP). Option B does not require any significant watercourse crossing
- A5.1.53 A CEMP would be prepared for the construction of the grid connection in conjunction with and approved by the local authority. This will ensure that all necessary best practice measures are carried out and appropriate procedures are put in place to minimise the risk of contamination to watercourses.
- A5.1.54 Overall, it is considered there would be no significant effects as a result of either of the proposed grid connection routes options.

¹ UK Soil Observatory (2022) <https://mapapps2.bgs.ac.uk/ukso/home.html> [Accessed 24/05/2023]

Traffic and Transport

- A5.1.55 Two potential grid route options are proposed in relation to the Y Bryn Wind Farm project, both of which would generate additional vehicle movements associated with the cable installation works.
- A5.1.56 It is currently unknown which of these options will be taken forward, and as such no assessment with regards to traffic generation or impact has been undertaken. However, it is assumed that any cable installation works would result in only a small increase of additional traffic compared to baseline levels.
- A5.1.57 Once the final cable route is confirmed, appropriate assessments will be undertaken to determine impact with regards to traffic and transport, including any required crossing of the public highway.
- A5.1.58 Any cabling works that may result in an impact on the public highway would be discussed and agreed with the relevant stakeholders and managed through the appropriate permitting, a construction method statement and traffic management plan, as required.

Noise

- A5.1.59 All construction equipment associated with the construction of the grid connection would comply with the necessary guidance on construction noise e.g. British Standard 5228, Parts 1 and 2: 2009 and A1:2014; Code of Practice for Noise and Vibration Control on Construction and Open Sites.
- A5.1.60 Therefore, it is concluded there would be no greater than negligible noise effects as a result of the construction of either of the proposed grid connection route options. There would be negligible effects from operational noise.

Forestry

- A5.1.61 For both indicative grid connection route options, it has been agreed with NRW land manager that the sections within their estate would be located underground and adjacent to or within existing forestry roads, to avoid any potential impacts to forestry through felling or other damage. While Option B entails crossing ancient woodland, it is anticipated that cables will simply pass above the trees leading to no loss.
- A5.1.62 Overall, it is considered there would be no greater than a negligible effect on forestry as a result of either of the proposed grid connection route options.

Health and Public Safety

- A5.1.63 There are no potential impacts in respect of ice throw from under or above ground electrical equipment, and any such equipment would be subject to earthing design that would mitigate lightning strike. As addressed under traffic and transport considerations, whilst there may be a small number of additional vehicle movements it is considered that such movements would be negligible in respect of air quality. Construction of any grid connection would be subject to a construction management plan that would mitigate risks to the public to being non-significant.
- A5.1.64 The existence of new electrical equipment in the environment, above or below ground, could theoretically present a risk to the public, but no greater than any existing such infrastructure, and would be subject to standard mitigation measures including signage above ground and cable warning tape below ground.
- A5.1.65 Overall, it is considered there would be no greater than a negligible effect on health and public safety as a result of either of the proposed grid connection route options.

Aviation and Existing Infrastructure

- A5.1.66

It is expected that there will be no potential significant effects from below or above ground electrical infrastructure in relation to aviation and existing infrastructure. In terms of existing utilities, any route would be subject to underground utility mapping as part of detailed planning.
- A5.1.67

Both Option A and Option B might entail cables running underground adjacent to or in vicinity of public footpaths. During construction there may need to be temporary closures as part of the construction management of public right of way users, however during operation there would be no effect to the continuing use of public rights of way.
- A5.1.68

Overall, it is considered there would be no greater than a negligible effect on existing infrastructure and aviation as a result of either of the proposed grid connection route options.

Socioeconomics

- A5.1.69

There is a possibility that electrical suppliers, contractors, labour, fuel and other materials might be sourced most economically from within the local or wider South Wales region, resulting in the potential for a small positive socio-economic effect.
- A5.1.70

Overall, it is considered there would be no greater than a minor positive effect in socioeconomic terms as a result of either of the proposed grid connection route options.

Summary

- A5.1.71

Overall, based on the current information available at the time of the assessment, it is considered that there would be no significant environmental effects as a result of either of the potential indicative grid connection route options.