

ISLE OF ANGLESEY COUNTY COUNCIL	
Report to	Extraordinary Meeting of the Council
Date	14th December 2012
Subject	North Wales Connections Project- Response to National Grid's Preliminary Preferred Option Preliminary and Informal Consultation
Portfolio Holder(s)	Cllr Robert LI Hughes
Lead Officer(s)	Arthur Owen, Director of Sustainable Development
Contact Officer(s)	Gwyndaf Jones, Chief Planning Officer Nia H Davies, Planning Manager (Policy)

1. Purpose of Report

- 1.1** The report summarises the Preliminary Preferred Options documents produced by National Grid for consideration during a preliminary and informal consultation period for this major national infrastructure project.
- 1.2** To set out a recommended non-statutory consultation response on the Preliminary Preferred Option

2. Outcomes

- 2.1** An approved response to National Grid's preliminary and informal consultation, which explains that:
- 1) National Grid's approach to select and consult on its Preliminary Preferred Option at this point is flawed
 - 2) National Grid's Preliminary Preferred Option has the potential to have significant negative environmental and socio-economic impacts in Anglesey in comparison to other possible options

3. Background

- 3.1** Notwithstanding the proposed nuclear New Build Wylfa and the Rhiannon

Offshore Windfarm in the Irish Sea, the National Grid North Wales Connections Project will be a 'Major Infrastructure Project' subject to consideration by the Planning Inspectorate's National Infrastructure Directorate. The Planning Inspectorate will handle the planning submission, with substantial involvement from affected Local Authorities. On the basis of the information submitted to date, the Isle of Anglesey County Council and Gwynedd Council will be the affected Authorities. On this basis these Councils will be statutory consultees and asked by the Planning Inspectorate to formally respond to formal consultations in line with the Planning Act 2008 e.g. analyse the developers Statement of Community Consultation, prepare Local Impact Reports and Statements of Common Ground, and provide engagement in the examination process.

- 3.2** The National Grid has decided that prior to confirming their final selection of a strategic route option, which will result in the starting of significant evaluation work on route corridor studies, they will engage in a period of informal consultation with the Councils and other stakeholders, including local communities. On the 3rd October, 2012 National Grid launched a 11 week informal public consultation on its Preliminary Preferred Option, which concludes on the 21st December 2012. This stage is a preliminary and informal consultation by National Grid on the North Wales Connections Project.. The following table provides details of National Grid's indicative project programme, including certain key activities.

1	Public Consultation on Strategic Options and Route Corridors	Autumn 2012
2	Stage 1 Consultation Feedback Report	Mid 2013
3	Statement of Preferred Connection	Mid 2013
4	Feedback on Preferred Connection	End 2013
5	Detailed Environmental Impact Statement	Early 2014
6	Consultation on draft Route Alignment	2014
7	Submission of Planning Application(s)	2015
8	Submission of Development Consent Order Application	2015

The above dates offer a guide to how the timeframe might run for the Development Consent Order Application. They are not intended to capture each and every part of the Development Consents Order process and all dates may be subject to change due to various factors including (but not limited to) consultation responses and guidance from the Planning Inspectorate and other organisations.

- 3.3** The Council could choose not to respond to National Grid's informal consultation on its Preliminary Preferred Option, however it is vitally important that it engages in order to input into the decision making process. When National Grid agree their detailed route option and submit their Development Consent Order to the Planning Inspectorate, the Councils would continue to be statutory consultees and asked by the Planning Inspectorate's National Infrastructure Directorate to

formally respond to consultations in line with the Planning Act 2008 (as described above). The Planning Inspectorate encourages Local Authorities to discuss and work through issues raised by Nationally Significant Infrastructure Projects, such as the North Wales Connections Project, well before the application is submitted and to engage with applicants in the preparation of Statements of Common Ground. This preliminary informal consultation provides an opportunity to share issues and thoughts with National Grid at this early stage of the project.

- 3.4** The National Grid North Wales Connections Project will be one of the largest investments in infrastructure in North Wales. National Grid has to find the means by which additional power generated by new nuclear build at Wylfa, together with that generated by off-shore wind power in the Irish Sea (Rhiannon Wind Farm), is transmitted into the main National Grid. The National Grid is also discussing the means of accommodating additional power generated by an onshore wind farm located in Ireland (Greenwire), which would require connection to Pentir. The Project may therefore have a wider scope than what is subject to a preliminary and informal consultation at the moment. This possible wider scope in terms of additional projects and additional power is considered in part 6 of this report.
- 3.5** As referred to in 3.1 above the Project will lead to an application for a Development Consent Order as this is a major infrastructure scheme. It is anticipated that it will be determined by the Secretary of State, in around 2015/16, having being considered by the Planning Inspectorate's National Infrastructure Directorate. In its current form, the Project's delivery would also involve submission of planning applications to both local planning authorities for associated development, e.g. new sub stations, under the Town and Country Planning Act.

4. Strategic Options considered by National Grid

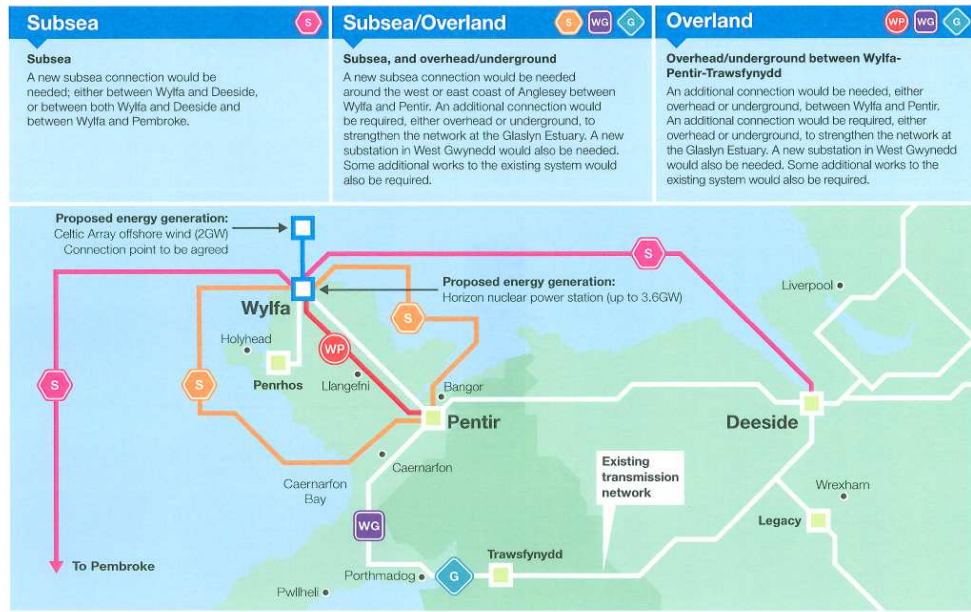
- 4.1** National Grid is obliged to consider a wide range of criteria in its assessment of strategic options. The four factors it considers most significant are environmental impact, socio economic impacts, technical capability and cost. Where possible, it will use existing structures, shorter routes and lowest cost solutions.
- 4.2** The Council and other stakeholders have been asked to consider a series of documents produced for preliminary and informal consultation by the National Grid. Prior to identifying its Preliminary Preferred Option (described in section 5 below), National Grid considered a number of potential ways to connect the new electricity generation proposed in North Wales to the electricity network, i.e. strategic options. These were sub sea, overland, or a combinations of both.
- 4.3** A number of strategic options were 'parked' by National Grid following an initial appraisal and were considered not to warrant detailed appraisal. These options fall into one of two main categories: AC onshore options and HVDC subsea options.

4.4 Five strategic options were however identified and taken forward for strategic options appraisal. Table 1 below provides a schedule of these strategic options. The table is followed by a diagrammatic map, that illustrates the options.

Option	
1	Three subsea HVDC circuits between Wylfa and Deeside substations. This option would involve the installation of approximately 106 km of subsea and onshore HVDC cable circuits between Wylfa and Deeside 400 kV substations.
2	Two subsea HVDC circuits between Wylfa and Deeside and one subsea HVDC circuit between Wylfa and Pembroke. This option would involve the installation of approximately 106 km of subsea cable between Wylfa and Deeside and the installation of approximately 231 km of subsea cable between Wylfa and Pembroke.
3	New onshore circuits connecting Wylfa and Pentir (AC or HVDC), one new AC circuit between Pentir and Trawsfynydd to be installed on existing pylons, a new connection between Wern and Y Garth, a new substation in West Gwynedd, re-conductoring of existing circuits in North Wales, the installation of series compensation equipment and modifications at existing substations.
4	New offshore circuits east of Anglesey connecting Wylfa and Pentir (AC or HVDC), one new AC circuit between Pentir and Trawsfynydd to be installed on existing pylons, a new connection between Wern and Y Garth, a new substation in West Gwynedd, re-conductoring of existing circuits in North Wales, the installation of series compensation equipment and modifications at existing substations.
5	New offshore circuits west of Anglesey connecting Wylfa and Pentir (AC or HVDC), one new AC circuit between Pentir and Trawsfynydd to be installed on existing pylons, a new connection between Wern and Y Garth, a new substation in West Gwynedd, re-conductoring of existing circuits in North Wales, the installation of series compensation equipment and modifications at existing substations.

Table 1

Strategic Options 3, 4 and 5 have several aspects in common. The common works are all on the mainland and not Anglesey.



Map 1

4.5 National Grid has analysed each strategic option in terms of cost and a wide range of impacts. National Grid is now giving guidance on which option it has concluded to be feasible. The 'Strategic Options Report' provides information about the different strategic options that were considered and discounted by the company and it can be viewed and downloaded from: www.nationalgrid.com/northwalesconnection

4.6 Whilst this is useful guidance this does not mean that the Council needs to discount support for options just because National Grid considers them to be unfeasible.

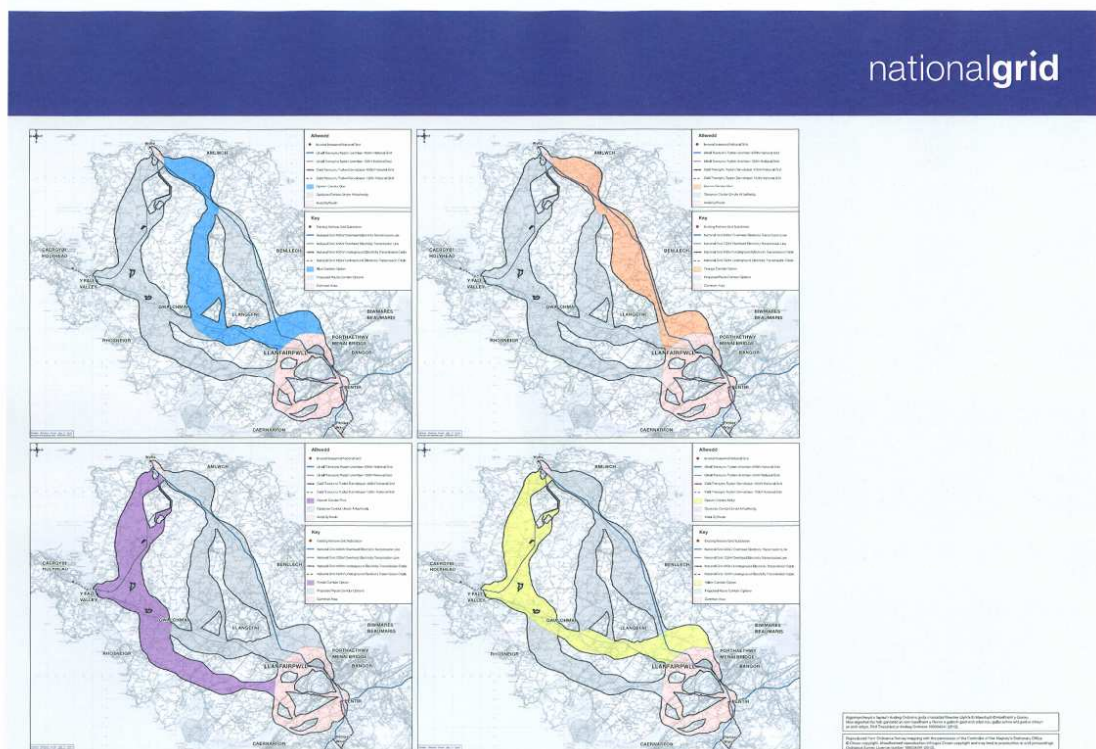
5. The National Grid's Current Preliminary Preferred Option

5.1 The Preliminary Preferred Option being favoured by National Grid is for an overland and mostly overhead connection, which consists of three key packages of work. These include:

- An additional overhead connection between Wylfa and Pentir
- A new substation in West Gwynedd to maintain reliable supplies to the area
- An additional underground connection at the Glaslyn Estuary to handle the increased energy capacity

5.2 A number of route corridors are being suggested by National Grid as well as possible sites to accommodate a new substation near Bryncir, Gwynedd.

5.3 The following shows four potential route corridor options across Anglesey and five possible crossing options across the Menai Strait to Pentir that form part of the Preliminary Preferred Option. A larger image can be viewed online by clicking on the following link <http://www.northwalesconnection.com/wylfa-to-pentir.aspx>



5.4 National Grid acknowledge that a number of additional works would also be required to strengthen the electricity network. These would include work on existing overhead lines in North Wales, installation of equipment to boost transmission strength and work on existing substations at Wylfa, Pentir and Trawsfynydd.

6. The suggested response to the informal/ non-statutory consultation

6.1 The Isle of Anglesey County Council welcomes the opportunity to comment on

National Grid's Preliminary Preferred Option. The Council supports new nuclear build and the nomination of land adjacent to Wylfa for new nuclear build, subject to assurances about impacts on a range of issues. The North Wales Connections Project is fundamental to the delivery of new nuclear build at Wylfa and other major energy infrastructure projects. It could potentially support the aspirations of Anglesey Energy Island Programme. Nonetheless, the Council has serious concerns about a number of issues linked to the Project.

6.2 The suggested response to this preliminary informal consultation is set out below. It is recognised that there are many different factors that need to be taken into account in assessing potential route options, but at this strategic level, the Council has focused its comments on the following key issues:

- Process and methodology
- Future proofing the network
- Socio-economic issues
- Landscape and Visual issues
- Cultural heritage issues
- Ecology and biodiversity issues

There may be others which the Council may wish to highlight

6.3 It must be noted however that the comments are based on the highly strategic information, and therefore may be subject to change when further detailed information is available or if alternative options are proposed. Given the concerns that the Council has about the approach taken by National Grid, detailed comments about the possible route corridors shown in the consultation document at this stage is considered inappropriate.

6.4 Process and methodology

The following is a schedule of concerns about the process and methodology applied by National Grid:

- National Grid is consulting on its Preliminary Preferred Option without the publication of the Statement of Community Consultation in accordance with s.47 of the Planning Act 2008;
- Comparison with the approach undertaken by National Grid in relation to its proposals in Somerset, would seem to indicate that the company will use the results of this informal consultation to inform the development of its Preliminary Preferred Option, then formally consult on it immediately prior to submitting its Development Consent Order application. This is an unsatisfactory way forward as it does not present the Council and other stakeholders with any real opportunity to influence development:

- National Grid is consulting, albeit in an 'informal' manner, on its Preliminary Preferred Option without consulting first on alternative strategic options as shown in its Strategic Options Report;
- By highlighting its, albeit preliminary, preferred option at such an early stage National Grid does not really present the Council and other stakeholders with alternatives;
- It is appreciated that National Grid seeks to identify the option that is likely to achieve the best balance between its various statutory duties under the Electricity Act 1989. However, the Council considers that National Grid in this instance has placed greater weight on finding a less expensive option as opposed to finding an option which avoids environmental or socio-economic constraints;
- By appearing to favour an option that involves overhead lines National Grid (apart from undergrounding a section under Glaslyn) does not seem to have explored other technical options;
- How will National Grid be able to justify its preferred option in their Environmental Report, required by the Environmental Impact Assessment, without demonstrating that they have considered and consulted on alternative options?
- The Strategic Options Report does not consider whether a hybrid onshore/sub sea option would be a possibility. The approach taken by National Grid does not facilitate the introduction of possible alternative strategic options by third parties;
- National Grid is at odds with the Holford Rules, which set out the approach that should be taken in terms of routing new high voltage overhead transmission lines. Rule 1 of the Holford Rules is repeated below:

Rule 1:

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

Note on Rule 1

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

Areas of highest amenity value are:

Areas of Outstanding Natural Beauty

National Parks

Heritage Coasts

World Heritage Sites

- It is considered that there needs to be a much greater understanding of the existing landscape capacity within Anglesey and across the Menai Straits, which forms an important setting to part of the Anglesey AONB, and the potential for cumulative impacts with other vertical infrastructure (both existing and proposed) within this Preliminary Preferred Option. The implications of this therefore need to be better understood and compared with other strategic options before an option can be identified as a clear preference;
- The National Grid has discounted sub sea options, referring to environmental considerations as one of its reasons. The Council does not have expertise in marine ecology issues and it is considered that the views of the Countryside Council for Wales (CCW) on this matter must be addressed before any undersea option can be discounted. It is understood that it has been suggested that the removal of all the sub sea options from the process at an early stage would be premature. It is recognised that an onshore option would require the construction of large converter stations at each end. However, an undersea option avoids almost all of the difficulties associated with; overhead or underground, terrestrial alternatives across Anglesey; crossing the Menai Strait; construction of an additional substation at Bryncir; and crossing the Glaslyn Estuary by underground or overhead means. It is also understood that CCW has emphasised, it is very likely that significant effects on the Liverpool Bay Special Conservation Area (SPA) can be avoided.

- National Grid refers to technology challenges and additional costing (compared to the onshore option) as reasons for not pursuing the sub sea options. The Council is unclear how this links to relatively recent messages which talked about plans to construct a new 2GW HVDC link between Wylfa and Pembroke. The main drivers for the exploration of a Wylfa-Pembroke 2GW HVDC link were the development of new wind generation in the Irish Sea Round 3 Zone (Rhiannon wind farm), commissioning of a new nuclear power station at Wylfa and the requirement for increased boundary capability across the network;
- It isn't clear whether the costs referred to are based on national standards or whether they reflect local circumstances/ challenges;
- There is insufficient technical evidence for the Council to support full dismissal of an undersea or undersea/ overland strategic option at this stage.

6.5 Future proofing the network

It is appreciated that the Preliminary Preferred Option is presented as an Option to deal with the known capacity required in relation to the proposed nuclear new build and the off-shore Rhiannon wind farm. The Council is however of the opinion that more consideration should be given before proceeding further to the possible need to provide additional transmission capacity which will help facilitate the connection of further generators in the area, e.g. Greenwire. The Council is keen to ensure that alternative opportunities that could facilitate these developments as well as the known development are not missed.

The infrastructure improvements are linked to the North Wales area and exclude the capacity issues relating to the remainder of the network. It is considered that National Grid should take the opportunity to take a more holistic approach, looking at the wider national need e.g. pressures in the mid-Wales area etc.

6.6 Socio-economic issues

The visual impact of the Preliminary Preferred Option could have negative impact on the attractiveness of the Island's tourism assets. This is especially significant as tourism and its related industries underpin the economy of this area.

Tourism on Anglesey is currently worth about £240million to the local economy annually and secures around 4,000 jobs on an Island with a total population of less than 70,000. Evidence does demonstrate that tourism is inextricably linked to landscape quality. The Council is concerned that overland routes would have significant adverse impacts (either individually or in combination with other vertical structures/ other power line systems) upon the Anglesey Area of Outstanding Natural Beauty's otherwise spectacular landscape and the landscape in the wider Anglesey countryside - see section 6.7 dealing with landscape and visual issues.

From a socio-economic perspective, the sub sea or sub sea/overland strategic options have no demonstrable impact. The very fact that these options do not have any adverse impacts should be expressed positively, in recognition that these options present no risk to the tourism industry.

It is also evident that these options would have least impact upon local communities in Anglesey, by virtue of them being sub sea before continuing on the mainland. The Preliminary Preferred Option would come in close proximity to a number of settlements, depending on route corridors, potentially creating an adverse impact on amenity on these clusters of population. The Council is already aware of residents' concerns about the potential impact on the Island.

Overall the consultation document lacks sufficient description of Anglesey's socio-economic context. The approach is far too simplistic with the severity of the challenges facing Anglesey not fully recognised or appreciated. Notwithstanding comments about the positive impacts of an under sea or an under sea/ overland option, if a purely overland option is taken forward further work needs to be carried out by National Grid on strengthening the economic benefits that this project can have for residents and businesses on Anglesey. It is hoped that this will provide long term employment and training opportunities for the residents on Anglesey.

6.7 Landscape and visual issues

The Council considers that if National Grid did pursue aspects of its Preliminary Preferred Option, it would be in acute conflict with the AONB's purposes. The primary objective for designating AONBs is the conservation and enhancement of their natural beauty. Development management decisions affecting AONBs should favour conservation of natural beauty, although it will also be appropriate to have regard to the economic and social well-being of the areas. Local authorities, other public bodies and other relevant authorities have a statutory duty to have regard to AONB purposes. Pursuing the Preliminary Preferred Option could mean that National Grid would therefore be in direct conflict with the statutory requirement incumbent upon them

National planning policy states that major developments should not take place in AONBs except in exceptional circumstances. This may arise where, after rigorous examination, there is demonstrated to be an overriding public need and refusal would be severely detrimental to the local economy and there is no potential for locating the development elsewhere or meeting the need in some other way. National Grid's own statutory responsibilities do not override the above.

The Council considers that insufficient consideration has been given to the options that would facilitate the required improvements to the transmission network in another location or in another way.

An over head line across Anglesey has the potential to have major implications for landscape in the Island. Due to the low lying nature of the Island all potential routes will have significant visual impacts over a wide area as there will be limited scope for any mitigation from the existing landform and there is little in the way of existing tree cover . Conversely parts of the AONB are on higher ground such as Mynydd Bodafon which provide opportunities for extensive views over the Island's rural landscape and most of the proposed corridors.

Mitigation measures could include 'undergrounding' in certain critical areas, including the Menai Strait crossing. Therefore, it is considered that an estimate of the cost of a tunnel under the Menai Strait and, depending on routing, those of further such mitigation measures, should be included in projected costs, as not doing so makes fair/ like for like comparison of different cost estimates for the various strategic options difficult/ unclear.

In arriving at its Preliminary Preferred Option no consideration has been given to the 18 Landscape Character Areas on Anglesey as outlined in the Anglesey Landscape Strategy Update 2011. Most of these LCA's are within the study area and a majority will be affected in a detrimental way by the proposed route corridors.

LANDMAP - All 5 aspect layers i.e. Visual & Sensory, Ecology & Biodiversity, Culture, Geology and Historic layers, have values ranging from outstanding to moderate, i.e. nationally important to locally important. The proposed route corridors may reduce these values further due to the extent of the detrimental impact over a wide area. The assessment has not included all 5 aspect layers as recommended in LANDMAP and by CCW. The assessment's findings have been solely based on the visual and sensory layer. Assumption have been made which raises questions on the use of LANDMAP data to inform this part of the study, i.e. a more selective use has been made of the data rather than that which is recommended by LANDMAP / CCW guidance in deciding the proposed route corridors

The sub sea or the sub sea/overland option would result in no / negligible landscape impact in Anglesey, and it would not affect the Anglesey AONB – a nationally designated landscape. No conflict with AONB purposes would arise from this alternative (discounted) strategic option.

6.8 Cultural heritage issues

The study area includes a number of heritage assets which are likely to be impacted upon in a detrimental way including potentially: 2 World Heritage sites, 2 Grade 1 Parks and Gardens, 5 Grade II *Parks and Gardens, 4 Grade II Parks and Gardens, 5 Registered Landscapes of Outstanding Historic Interest in

Wales, 18 Conservation Areas, 171 Scheduled Ancient Monuments, 1,834 Listed Buildings and up to 3,500 recorded heritage assets under the Historic Environment Record.

In assessing the potential implications of the discounted undersea option against cultural heritage considerations, a similar conclusion is reached, i.e. there would no/ negligible cultural heritage impact in Anglesey. By avoiding land, the impacts would be negligible within Anglesey.

6.9 Ecology and biodiversity

It is understood that an undersea option's impact on the Liverpool Bay SPA could be managed. All four of the pylon option corridors would have impacts on Anglesey's habitats and wildlife. The extent cannot be assessed without more detailed information - due later down the line, if indeed this land option is followed in the long run. From the wildlife ecology point of view, the undersea option should certainly be weighed against the land ones as part of a fuller comparison of these. By avoiding land, the undersea option provides an opportunity to avoid ecological and biodiversity impact in Anglesey, not only on designated sites but also quite possibly to some of the Island's best wildlife sites outside the statutory designations.

6.10 Detailed comments

Detailed comments about various sections of the consultation document are presented in Appendix 1 to this report.

7. Work to be undertaken by officers on behalf of the Council

7.1 Given the scale and geographic nature of the North Wales Connections Project, the Isle of Anglesey County Council and Gwynedd Council have signed a Planning Performance Agreement with National Grid. Planning Performance Agreements (PPAs) are a means by which local planning authorities affected by Nationally Significant Infrastructure Projects can participate and engage in a positive way with developers and reach a fully informed view on the local impacts of proposals. A PPA does not fetter the participating authorities in the view they take on the merits of the proposal. It does allow them however to be properly resourced to ensure the views and concerns of local communities are given voice within the planning process, which is essential given that the ultimate decision on the proposals will be made at a national level.

7.2 In addition, arrangements are being made to appoint a single consultancy to provide advice about new transmission infrastructure and grid connections to the Isle of Anglesey County Council. It is anticipated that the firm will be appointed by February 2013 and its remit will include providing advice on:

- technical aspects and options in relation to transmission infrastructure;
- a variety of planning matters relating to National Grid's application for a Development Consent Order and applications for any associated development(s);
- on Celtic Array's onshore infrastructure connections and any associated planning application(s);
- the development of a Transmission Infrastructure and Connections Supplementary Planning Guidance;
- the robust evidence base the Council would require to support its stance, which could add value to the preparation of any relevant policies included in the emerging Joint Local Development Plan.

8. Conclusions

8.1 National Grid need to reinforce the existing electricity transmission network in North Wales to provide the necessary connections, otherwise Nationally Significant Infrastructure Projects, e.g. nuclear new build at Wylfa, will not go ahead. Therefore, it is critical that the Isle of Anglesey County Council continue its engagement with National Grid on the North Wales Connections Project and respond to this current non-statutory consultation, ensuring that the relevant environmental and socio-economic impacts have been adequately considered at the outset by National Grid.

8.2 Nonetheless, the Council is disappointed and concerned that National Grid has already selected its strategic preferred option without first giving the Council and other stakeholders an opportunity to:

- consider and comment on its range of possible strategic options, or
- suggest other possible alternative strategic options, which would still deliver the necessary connections to the electricity network, but reduce the impacts in Anglesey. .

8.3 The Council is concerned that in selecting its preliminary preferred option it has placed greater weight on what it considers to be a less costly option compared to the environmental and socio-economic impacts in Anglesey and the mainland.

9 Recommendation

9.1 That the Council considers, comments on and endorses the officers' proposed response to the consultation which is included in the report, submitting its formal response before 21st December 2012

Implications and Impacts	
Finance / Section 151	

Implications and Impacts	
Legal / Monitoring Officer	
Human Resources	
Property Services (see notes – separate document)	
Information and Communications Technology (ICT)	
Equality (see notes – separate document)	
Anti-poverty and Social (see notes – separate document)	
Communication (see notes – separate document)	
Consultation (see notes – separate document)	Yes (Internal)
Economic	
Environmental (see notes – separate document)	
Crime and Disorder (see notes – separate document)	
Outcome Agreements	

Date: 4th December 2012

Appendices:
1 – Detailed comments

Background papers

National Grid's 'Strategic Options' report and other associated documents

Appendix 1 Detailed comments

Section	Comment
11.10	This "section details that socio-economic features and land use within the study area" however it does not identify the socio-economic impacts of the different options. It is difficult to quantify the overall impacts.
11.12	The section fails to mention the energy infrastructure projects proposed on Anglesey.
11.4	Typing errors in Table 11: Rhosneigr, Llanerchymedd and Caergeiliog are spelt incorrectly. These are the correct spellings.
11.21	Reference is made to a tourism survey carried out in 1997/1998. Tourism on Anglesey has changed in the past 14 years with more recent research available. The tourism sector on Anglesey is worth £240 million to the local economy as according to the Isle of Anglesey County Council Destination Management Plan 2012-2016. This section should also give greater recognition to the Destination Management Plan, which has now been endorsed by the Isle of Anglesey County Council.
11.22	Holyhead Port is in fact a Trans-European Route, linking more than just Wales and Ireland. It is also a port of call for cruise ships with the number of calls steadily increasing each year. This paragraph requires further information on the number of visitors the Port of Holyhead receives each day/year.
11.24	A dedicated section should be awarded to the Cruise Ship Industry of Anglesey which contributes over £1 million to the local economy and is an industry which is constantly growing. In 2012 the largest cruise ship to ever call in Wales with 3,600 passengers called at Holyhead.
11.40	Anglesey showground is predominantly used for two annual agricultural shows. However, it is used to host a variety of other events year round.
11.42	The Anglesey Coast Path forms part of the Wales Coastal Path which is the longest continuous coastal path in the UK.
11.74	Does there exist a criteria for proximity of overhead lines to residential dwellings, tourist facilities etc. If so, this should be included for reference.
11.75	A Statement of Common Ground needs to be agreed so as to ensure areas for potential undergrounding which are 'highly sensitive tourist areas' are fully protected. Clarity needs to be given regarding how National Grid define Highly Sensitive/ Sensitive areas. Discussions with the Council also need to undertake regarding the proposed mitigation measures.
11.76	In order for local residents to take advantage of future job opportunities there needs to be a commitment by National Grid to invest in local skills development now. Supply chain opportunities for the local community must also be maximised.
12.9	This section requires further consideration and expansion. Anglesey's formation is made up of four different rock types which are sensitive. Further emphasis should be placed on potential impacts for residents and businesses that could be affected by any ground works.