

Infrastructure 12, MaresConnect Limited

Senedd Cymru | Welsh Parliament

Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith | Climate Change, Environment, and Infrastructure Committee

Bil Seilwaith (Cymru) | Infrastructure (Wales) Bill

Ymateb gan MaresConnect Limited | Evidence from MaresConnect Limited

General principles

What are your views on the general principles of the Bill, and is there a need for legislation to deliver the stated policy intention?

No response.

What are your views on the Bill's provisions (set out according to parts below), in particular are they workable and will they deliver the stated policy intention?

Part 1 - Significant infrastructure projects

No response.

Part 2 - Requirement for infrastructure consent

No response.

Part 3 - Applying for infrastructure consent

No response.

Part 4 - Examining applications

No response.

Part 5 - Deciding applications for infrastructure consent

No response.

Part 6 - Infrastructure consent orders

No response.

Part 7 - Enforcement

No response.

Part 8 - Supplementary functions

No response.

Part 9 - General provisions

No response.

What are the potential barriers to the implementation of the Bill's provisions and how does the Bill take account of them?

No response.

How appropriate are the powers in the Bill for Welsh Ministers to make subordinate legislation (as set out in Chapter 5 of Part 1 of the Explanatory Memorandum)?

No response.

Are any unintended consequences likely to arise from the Bill?

The Town and Country Planning regime used in conjunction with the NRW Marine Licencing process has proven successful to date for interconnector development in Wales, as demonstrated by the Greenlink Interconnector. The MaresConnect Interconnector is currently in the early development phase and intending to follow the same planning process as the Greenlink Interconnector. The current description for projects covered by the Infrastructure (Wales) Bill does not include interconnectors. MaresConnect Limited is keen that, as the Bill progresses, a mandatory requirement for Interconnectors to enter the Infrastructure Consenting Process does not arise. A mandatory requirement for MaresConnect to enter the revised planning regime could result in delays in the delivery of this important infrastructure asset and MaresConnect Limited wishes to raise this concern to avoid amendments that might unintentionally result in a mandatory requirement for MaresConnect to apply for an Infrastructure Consent.

What are your views on the Welsh Government's assessment of the financial implications of the Bill as set out in Part 2 of the Explanatory Memorandum?

No response.

Are there any other issues that you would like to raise about the Bill and the accompanying Explanatory Memorandum or any related matters?

No response.
