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# Reinforcement to the North Shropshire Electricity Distribution Network: 132kV Electrical Circuit from Oswestry to Wem

**APPENDICES 11.1 – 11.2 SOCIO-ECONOMIC** 

**Preliminary Environmental Information Report** 

November 2017



# APPENDIX 11.1 SOCIO-ECONOMIC ASSESSMENT METHODOLOGY

#### 132kV Electrical Circuit from Oswestry to Wem



## **APPENDIX 11.1**

# SOCIO-ECONOMIC METHODOLOGY

#### INTRODUCTION 1.1

This section outlines the technical methods used to determine what changes to the baseline are likely to occur as a result of the Proposed Development and sets out the significance 1.1.1 criteria that will be used for the Environmental Statement (ES) stage. In the socio-economic context receptors are individuals, organisations or groups who are users or beneficiaries of socio-economic resources, for example community facilities, businesses, accommodation providers and so on.

#### Assessment Guidance and Methods

- 1.1.2 The methodology adopted for the socio-economic assessment takes into account feedback following a scoping response from the Planning Inspectorate (March 2017) and other representations received as part of ongoing stakeholder engagement. There is no dedicated UK legislation that specifies the detailed scope of socio-economic assessment or that provides appropriate standards and thresholds for determining the significance of impacts. However, there is planning policy and best practice guidance of relevance to socio-economic impact assessment in the context of this project, including:
  - Guidelines and Principles for Social Impact Assessment (updated 2003)<sup>1</sup>;
  - Requirements for socio-economic considerations listed in "The Overarching National Policy Statement for Energy (EN-1)" (July 2011)<sup>2</sup>; and ٠
  - Requirements for socio-economic considerations listed in "National Policy Statement for Electricity Networks Infrastructure (EN-5)" (July 2011)<sup>3</sup>.

### **Assumptions and Limitations**

- A number of assumptions and limitations are made in relation to the information presented in this chapter of the PEIR. These reflect the evolving nature and preliminary stage of the Proposed 1.1.3 Development:
  - The baseline data has been based on the most up-to-date at the time of publication of the PEIR but the nature of socio-economic data means it is not static;
  - All conclusions and assessments are by their nature preliminary. Further surveys will be carried out, if required, and the final assessment will be reported in the ES. All assessment ٠ work has and continues to apply a precautionary principle, in that where limited information is available (in terms of the development proposals), a realistic worst-case scenario is being assessed:
  - Where required, judgement has included consideration of the worst case scenario (precautionary principle) on which to base the assessment;
  - The survey work undertaken by Shropshire Wildlife Trust (incorporated into the tourism baseline) has an inherent bias as it is likely to have Shropshire Wildlife Trust members that have responded as opposed to general visitors; and

<sup>&</sup>lt;sup>1</sup> http://www.iaia.org/publicdocuments/special-publications/SP2.pdf]

<sup>&</sup>lt;sup>2</sup> https://www.gov.uk/government/uploads/system/uploads/attachment\_data/file/37046/1938-overarching-nps-for-energy-en1.pdf

<sup>&</sup>lt;sup>3</sup> https://www.gov.uk/government/uploads/system/uploads/attachment\_data/file/37050/1942-national-policy-statement-electricity-networks.pdf



• The preliminary assessment presented in this chapter makes an assessment of whether or not a potential effect is likely to be significant without categorising into defined thresholds (i.e. moderate or major). The work involved to provide this additional level of detail is still ongoing and will be provided in the ES.

#### **Baseline Data Gathering and Forecasting Methods**

1.1.4 Baseline data has been collected largely through desk-based research. The desk-based assessment will continue to be updated throughout the EIA process as additional documents and data sources are identified and engagement with the local planning authority (Shropshire Unitary Authority) and other stakeholders continue. To ensure the assessment understands and assesses the effect on socio-economic receptors adequately the baseline data will be collated on a number of sub-topics. The sub-topics and reason for their inclusion are explained in Table 11.1.1

Table 11.1.1 – Baseline Sub-Topics	
Baseline Sub-Topics	Reason for Consideration
Population demographics	The number of residents is important to identify how many could potentially be affected by the project. The both the current and future requirements of an area. A younger population, for example, may require accer populations are likely to focus more on social networks and transport issues.
Employment &skills	The employment and skill level of a community can help highlight if there are issues associated with poten or avoided for an area.
Visual baseline	Interpreted from a socio-economic perspective highlighting from the technical landscape and visual chapter possibility of a socio-economic issue.
Tourism	Tourist locations within the LSOAs are identified and general data on tourism for the North Shropshire are contacted key organisations such as the Shropshire Wildlife Trust to gather tourism data.
Recreation resources	Recreation locations within the LSOAs are identified and general data on recreation for the North Shropsh aviation facilities).
Business	This is included because of the need to consider the current business baseline and to highlight the future I that the Local Authority are seeking to implement through policy measures.
Transport	The baseline from the transport chapter will be considered from a socio-economic perspective to highlight traffic movements in the region that could affect tourism and recreation infrastructure.

#### Sources

Available desktop information which has been reviewed includes Census 2011 and Local Authority profile data (https://www.nomisweb.co.uk/), plus information available on the Shropshire 1.1.5 Council website. Consultation activities also resulted in two additional sources of information:

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age structure of a population indicates ss to recreation play areas. Aging

tial investment that may be welcomed

er where the baseline presents the

a are collated. To date we have also

ire area are collated (this will include

paseline (once the project is operational)

if there are currently any issues with



- Overview report for North Shropshire and Oswestry Marketing Strategy (including tourism data); and •
- Results from Shropshire Wildlife Trust tourism survey (received via email).

#### Surveys to Date

In March 2017 Shropshire Wildlife Trust was contacted by the socio-economic assessor because they were completing a visitor survey on the sites associated with their Meres and Mosses 1.1.6 project. The visitor survey was completed over a number of weeks and promoted via social media so respondents are likely to be members of the organisation rather than general visitors or tourists. Shropshire Wildlife Trust kindly agreed to share the results from the survey when completed, the responses (84 in total) received have been incorporated into the tourism and recreation baseline. The location of respondents is shown in Diagram 11.1.1.



#### Diagram 11.1.1 Location of Shropshire Wildlife Trust Survey Respondents

#### **Future Baseline**

1.1.7 Socio-economic conditions are not static and it is difficult to predict because they are largely influenced by people's personal preferences with their house and career changes and so on. However, future baseline changes are of particular note within this project because of the intentions for growth in the area. A response from Christopher Hill, Project Manager at the Economic Growth Service, Shropshire Council highlighted support for the proposed scheme. A letter was also issued to Scottish Power from Shropshire Council which is included in Box 11.1.1

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Shropshire		
lalcolm Bebbington istribution Networks Manager P Energy Networks Prenton Way	Shropshire's SAMDev Plan identifies growth strategies in a number of towns and villages in the north of the County up to 2026 within the area covered by SPEN, and in many cases identify a significant amount of land for both housing and employment uses to achieve these aims. It is crucial that Shropshire can now move forward to deliver these aspirations.	opportunities. SPEN have in on the routeing options for th Council will continue to input the scheme are avoided or a
renton lerseyside H43 3ET June 2016	By way of illustration, in Oswestry (Shropshire's second largest town) 2,600 dwellings and 45 hectares of employment are planned to be delivered by 2026. In Whitchurch 1,200 dwellings and 26 hectares of employment land are planned by 2026. In Wem 500 dwellings and 4 hectares of employment land are planned, and in Ellesmere 800 dwellings are proposed. Whilst some of this development has already been built in the early part of the Plan, at 2015 in these four market towns and those villages identified for growth there	Yours sincerely
ear Mr Bebbington cottish Power Investment in North Shropshire	remains approximately 4,120 dwellings and 63 hectares of employment land to be delivered up to 2026, as well as other windfall development in the wider rural area. It is considered that further investment in infrastructure is required in order for the full extent of these growth strategies to be properly realised. SPEN's proposed capacity improvements will clearly play a major role on this.	Andrew Stirling Physical Regeneration Mana Shropshire Council
he provision of additional electricity supply has been a significant infrastructure issue in /hitchurch and North Shropshire for the last 10 years which has impacted on local usiness growth and inward investment. Discussions with Scottish Power Energy Networks SPEN), responsible for the supply and distribution of power in the North Shropshire area, ave been on-going during this period in order to find a suitable and long term solution. 12013 Scottish Power began preparation of their business plan and stake holder onsultation as part of the Ofgen Price Review for the period 2015-23 (ED1Business Plan), ith Shropshire Council making the case for further investment in the network this area. In seponse SPEN included plans for a major reinforcement of the 132kv network. This has ow evolved into the current proposed 132kv scheme from Oswestry to Wem.	These market towns act as service centres serving the local population and a wider rural hinterland. They are the focus of transport networks, employment opportunities and services. Co-ordinated housing and employment development in the market towns supports the rural economy in a sustainable manner by reducing the need for commuting, strengthening local markets and resilience, and reducing carbon emissions. The availability of power is a crucial factor in the delivery of the Council's development plan and specifically the development in the North Shropshire market towns of Oswestry Whitchurch and Ellesmere. There are also a number of villages on the area where growth is proposed, such as Shawbury, Prees and Gobowen, and it is important sufficient capacity is available in these areas to support the Council's approach to improving the sustainability of rural areas such as these.	cc: Stephen Stewart Director SP Manweb SP Energy Networks 3 Prenton Way Merseyside CH43 3ET
shire Council had initial concerns on the timing of the delivery of the investment as it erstood it could be several years before this scheme was completed. This could upon the Council's development strategy aspirations, particularly the housing and yment allocations arising from the Council's Development Plan (2006-2026) at urch, Oswestry, Wem and Ellesmere outlined in the recently adopted Shropshire il SAMDev Plan (Site Allocations and Management of Development Plan Document), as a number of villages in the surrounding area.	Looking beyond 2026 the Council is already preparing evidence in support of the next Local Plan review which takes the Plan up to 2036. Whilst specific development proposals and growth strategies for areas will need to evolve through the proper plan-led process and will become clearer during 2017, it is likely there will need to be a continuation of similar levels of economic growth in the County, with market towns continuing to play a key role in these aspirations. The provision of additional capacity with the new line between Oswestry and Wem is key is to supporting this future development post 2026 and providing for resilient growth.	
ish Power has responded with interim reinforcements to the 33kv network which we owledge has resulted in an immediate increase in the capacity for the area. However, remains a significant need for capacity improvements in the north of the county in the up to long term to reflect Strong these these capacity complex provide agenda.	Failure to provide sufficient supply could impact upon the sustainability of the market towns and put at risk their critical role as service centres leading to reduced employment opportunities, increased outward commuting and damaging the economic resilience of the community, as well the Council's wider aspirations for supporting the rural population and	

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#### **PROPOSED SOCIO-ECONOMIC ASSESSMENT METHOD** 1.2

- The socio-economic assessment is based on a semi-quantitative comparison of the existing socio-economic conditions in the study area and the conditions likely to prevail during construction 1.2.1 and once the preferred line route is complete. Where relevant, reference is made to other chapters that cover socio-economic related issues (e.g. landscape and visual assessment). The findings and results of consultation to date have been used to inform the assessment. Analysis is based on information gathered through a combination of comparison to the existing (with consideration of the future) baseline conditions, consultation feedback and professional experience.
- 1.2.2 An overview of the methodology for this assessment is as follows:
  - Stage 1: Study area is identified which is deemed to be appropriate to the scale and location of the Proposed Development.

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volved the Council as a key stakeholder in early discussions e proposed 132kv line between Wem and Oswestry, and the into this scheme as appropriate to ensure that any impacts of the very least minimised at these early planning stages. ger



- Stage 2: baseline data collection involves a number of sub-tasks. Firstly, a desk-based review of information held within the public domain, such as aerial photography, identification of key socio-economic receptors and stakeholders, collation of data from Census material, local reports, internet sites and local knowledge. Socio-economic baseline will include consideration of population, employment & skills, social infrastructure, business, recreation and tourism resources.
- Stage 3: Identification of potential effects based on project description and comparison to baseline taking into account receptors.
- Stage 4: Assessment through identification of magnitude of effect against sensitivity rating of receptors, to reveal significance. This will combine judgements about the likely size and scale of the potential change, the geographical extent of the area over which it is likely to occur, whether it is direct or indirect, positive, negative or neutral. Scrutiny of other key technical chapters from ES (including noise, landscape & visual and transport) to assess whether there is a socio-economic effect from any potential significant effects they have identified. Only those significant residual effects are considered from other technical chapters. This enables the identification of any combined residual effect that may have an impact on socio-economic receptors and thus require further mitigation specific to this topic to minimise the significance.
- Stage 5: Proposal of appropriate and proportionate mitigation measures, if significant, adverse effects are identified.
- Stage 6: Identification of residual effects taking into consideration the mitigation measures proposed.
- Stage 7: Cumulative impact assessment in relation to socio-economic effects (if required).

#### **Spatial Scope of Study Area**

- 1.2.3 Defining the spatial scope can be complex because of the need to consider individuals and structures at a variety of distances from the proposed development. These individuals and structures may be affected because of a number of potential effects such as economic impact (which is difficult to define categorically) and visual impacts that can vary over distance. In addition, there are a range of spatial levels (e.g. super output areas, ward profiles and local authority administrative boundaries) over which socio-economic information is available. The smallest level of data from census records is at the super-output areas (LSOAs). LSOA are a set of geographic areas developed to produce a set of areas of consistent size, whose boundaries would not change (unlike electoral wards). The LSOAs have been used for baseline data collection; they typically have a population of 1,500 persons. The preferred line route has been mapped and LSOAs that the route passes through have been identified for baseline data collection purposes. This provides a general overview of the socio-economic context for the preferred line route. Unitary authority boundaries have been used for some baseline data (to provide adequate scope for interpretation) for issues such as tourism and recreation because a larger area is needed in keeping with available data and to capture information adequately because of movement of visitors, tourists and residents within the area.
- The assessment focuses on those areas that are likely to experience significant effects. The nature of socio-economic effects means the decision was taken to correspond to the visual 1.2.4 assessment. The design and route of the proposed 132kV overhead line, combined with the screening effects of landform and vegetation, means that its effects on views and visual amenity would generally be limited. Only those receptors close to the proposed development would experience a significant change in their view. The study area for the assessment therefore considers up to 1km either side of the preferred line route in keeping with the visual assessment. The traffic chapter is also checked with a larger spatial scope to identify if any socio-economic receptors are significantly affected by transport movements associated with the preferred line route.
- The current assessment of effect spatial scope are listed in Table 11.1.2. The study area will continue to be reviewed in the light of ongoing site surveys and stakeholder consultation as the 1.2.5 Proposed Development develops. This is to ensure that all likely significant socio-economic effects will be captured by the assessment.

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Table 11.1.2 – Poter	ntial Socio-Economic Impacts by Study Area	
Effect Category	Nature of effects	Geography of effect
Business	Effect on current business activity Effect on business activity based on a future baseline	Shropshire
Tourism	Visual effect on tourism providers Disturbance to tourism providers (noise, traffic) Effect on tourism bed-space availability	Up to 1km either side of preferred line route v North Shropshire
Recreation	Visual effect on recreation providers Disturbance to recreation providers (noise, traffic) Effect on Public Rights of Way (PRoW)	Up to 1km either side of preferred line route w North Shropshire

Please note: these effects have been identified for the purpose of the PEIR (following consultation and scoping); there is a possibility that additional issues will be required to assess in the 1.2.6 final socio-economic chapter of the ES following ongoing consultation and feedback.

### **Temporal Scope**

- For the purposes of the socio-economic assessment, the preferred line route will be assessed as permanent and the resulting effects will be described in terms of their duration as short-term, 1.2.7 medium-term and long-term (this is in keeping with the landscape and visual chapter), as follows:
  - Short-term effects are defined as 0 3 years;
  - Medium term effects are defined as 3 15 years; and
  - Long term effects are defined as > 15 years.
- 1.2.8 Short-term effects are typically those which would arise during the construction phase of the Proposed Development.
- Medium and long-term effects are typically those which would arise during the operational phase of the Proposed Development. The opening year, when the overhead line is energised, will 1.2.9 be used as the basis for assessing operational effects. This is anticipated to be 2021.
- 1.2.10 Long-term residual effects of the Proposed Development are typically those that would remain after a minimum fifteen years.

### **Determining Significance**

- 1.2.11 Following identification of potential effects (stage 3 of socio-economic assessment) a level of significance needs to be assigned to that effect. A three stage approach to the assessment has been adopted:
  - Assigning a socio-economic value (or sensitivity of) a resource or receptor;

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with consideration of wider context of

vith consideration of wider context of



- Assigning a level of effect (the magnitude); and
- Assigning a level of significance.
- 1.2.12 The first step in assessing the socio-economic effects is to determine the sensitivity of the socio-economic context to the Proposed Development. Socio-economic sensitivity requires a judgement to be made about the susceptibility of a community or individuals (receptor(s)) to accept or adapt to changing socio-economic conditions caused by a proposed development. Table 11.1.3 provides an indication to how the sensitivity is determined. A receptor or resource can experience a socio-economic effect in different ways:
  - As an economic gain and / or financial loss; and
  - As a gain or loss of a resource or access to a resource.

Table 11.1.3 – Judging Sensitivity of	f the Effect on Socio-Economic Receptors
Receptor sensitivity / importance	Description / reason
Very high	Very high importance and rarity, international scale and very limited potential for substitution. In terms of th potential effect on international economy.
High	High importance and rarity, national scale and limited potential for substitution. In terms of this chapter this tourist attractions of national importance, national cycle routes and national trails.
Medium	Medium importance and rarity, regional scale, limited potential for substitution. In terms of this chapter this tourist attractions of regional importance, etc. Residential housing and settlements, and inhabitants affected
Low	Low or medium importance and rarity, local scale. In terms of this chapter this would refer to the local econ importance, rural areas valued for their tranquillity, businesses that could be affected economically. Worker
Very low	Very low importance and rarity, local scale. In terms of this chapter this would refer to other rural areas and recreational purposes.

#### Magnitude of Effect

1.2.13 Table 11.1.4 describes the definition of magnitude considered for this assessment.

Table 11.1.4 – Judging Magnitude of the Effect on Socio-Economic Receptors						
Receptor sensitivity / importance	Description / reason					
Very High	Adverse or beneficial irreversible, permanent impacts on the national, regional or local economy, tourism ar permanent social or cultural impacts at national, regional or local level.					
High	Adverse or beneficial substantial permanent impacts on the national or regional economy, tourism and recre impacts on the local economy. Substantial, permanent national, regional or local social or cultural impacts.					

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would refer to the national economy,

would refer to the regional economy, d. Recreational users and tourists.

omy, tourist attractions of local rs active within study area.

I non-designated areas used for

d recreation. Irreversible,

eation. Substantial, permanent



Medium	Adverse or beneficial temporary or permanent impacts on the national and regional economy, tourism and the local economy. Temporary national, regional or local social or cultural impacts.
Low	Adverse or beneficial temporary impacts on local economy. Undetectable impacts on the economy at regio undetectable social or cultural impacts at all scales.
Very Low	Barely discernible or no loss or alteration of characteristics, features or elements; no observable impact in e beneficial).

#### **Effect Significance**

1.2.14 Where sufficient information exists to value a receptor and to understand the magnitude of the effect, the assessment uses a matrix to determine the level of significance of the effect, as included in Table 11.1.5.

Table 11.1.5– Socio-Economic Effect Matrix									
		Magnitude of impact	Magnitude of impact						
		Very High	High	Medium	Low	Very Low			
>	Very High	Major	Major	Moderate	Minor	Minor			
sitivit	High	Major	Moderate	Minor	Minor	Negligible			
. sent	Medium	Moderate	Minor	Minor	Negligible	Negligible			
eptor	Low	Minor	Minor	Negligible	Negligible	Negligible			
Rec	Very Low	Minor	Negligible	Negligible	Negligible	Negligible			

- 1.2.15 For the purposes of the assessment moderate and major effects are generally deemed to be 'significant'. However, it is important to note that placing a limit on 'moderate' and above when considering cumulative issues could lead to error. Therefore, professional judgement will be used throughout assessment of socio-economic effects from a cumulative perspective.
- 1.2.16 The socio-economic significance is summarized as in Table 11.1.6 for the purposes of this assessment. The number of people affected has been identified on the basis of the density of population. The average density of persons per hectare for the super output areas is 5.2, so less than this was identified as negligible and then scaled up for minor, moderate and major, taking into account the rural nature of the area. The SOA with the highest density has 23.6 persons per hectare so 20 was identified as a maximum for major.

 
 Table 11.1.6 – Socio-Economic Definition of Significance
 Classification | Socio-economic Description

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recreation. Permanent impacts on

nal or national scale. Negligible or

either direction (i.e. adverse or





Table 11.1.6 -	- Socio-Economic Definition of Significance
Adverse	Detrimental or negative effects on an environmental resource or receptor.
Beneficial	Advantageous or positive effects on an environmental resource or receptor.
Negligible	Imperceptible effects on an environmental resource or receptor. Less than 5 people affected.
Minor	Slight, very short term or highly localised effect of no significant consequence. Less than 10 people affected.
Moderate	More than a slight, very short or localised effect (by extent, duration or magnitude) that may be considered significant. Less than 20 people affected.
Major	Considerable effect (by extent, duration or magnitude) of more than local significance or in breach of recognised acceptability, legis More than 20 people affected.

#### Approach to Mitigation

1.2.17 Embedded mitigation is a decision taken during design and route option proposals. This is where potential effects are incorporated and the decision making process amends the route, technology and design accordingly. This has occurred in the identification of the Preferred Line Route. In terms of the socio-economic assessment for any significant negative effects mitigation measures that are appropriate and proportionate will be proposed. The embedded mitigation measures will not be listed in this chapter, unless of particular note (for example a change to accommodate a public right of way). Mitigation measures proposed for significant negative socio-economic effects will be listed where appropriate.

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lation, policy or standards.	



# APPENDIX 11.2 SOCIO-ECONOMIC BASELINE AND ASSESSMENT

#### 132kV Electrical Circuit from Oswestry to Wem



## **APPENDIX 11.2:**

# SOCIO-ECONOMIC BASELINE AND ASSESSMENT

#### INTRODUCTION 1.1

1.1.1 This section describes the socio-economic baseline and assesses the socio-economic effects. In this context 'social effects' are changes that may occur to the ways in which people live, work, play and relate to one another. The term 'economic effects' includes issues such as employment, direct and indirect spending that may occur associated with the Proposed Development. The scoping report identified that tourism and recreation were likely to be key considerations for the assessment process. In addition, business concerns have been added as a consideration following consultation activities.

#### 1.2 **BASELINE ENVIRONMENT**

- 1.2.1 The aim of the baseline is to provide an understanding of the existing socio-economic features and conditions within the study area to assist in the identification and assessment of effects (positive and negative). This baseline will be further developed as more information becomes available.
- As noted in Appendix 11.1, Section 11.2 the study area for the baseline data collection is the lower super output areas (LSOAs) as demonstrated in Figure 11.1. LSOA are a set of geographic 1.2.2 areas developed to produce a set of areas of consistent size, whose boundaries would not change (unlike electoral wards). The LSOA used for this study typically have a population of 1,500.
  - Shropshire 004E;
  - Shropshire 006H;
  - Shropshire 008C;
  - Shropshire 010C;
  - Shropshire 010D;
  - Shropshire 011B; and
  - Shropshire 011E. •
- 1.2.3 Resources for baseline data as the project progresses will include Nomis (http://www.nomisweb.co.uk) and Shropshire Unitary Authority website (http://www.shropshire.gov.uk). Where possible, demographic information will be obtained from the most up-to-date sources (as opposed to a reliance on Census data, which dates from 2011). Information will also be obtained from local community internet site and community description sites including examples such as http://www.zoopla.co.uk and crime statistics from the police website (http://www.police.uk).



#### **Existing Baseline**

Wem and Oswestry are market towns located in North Shropshire. The route extends between the towns through a rural area with agricultural businesses and some isolated commercial 1.2.4 premises. There are a number of PRoW (see Figure 11.3) within the area and tourism related businesses, which would suggest that tourism and recreation would be important from a socioeconomic perspective.

#### **Population**

- 1.2.5 The number of residents is important to identify how many could potentially be affected by the project. The age structure of a population indicates both the current and future requirements of an area. A younger population, for example, may require access to recreation play areas. Aging populations are likely to focus more on social networks and transport issues.
- The SOAs are within Shropshire Unitary Authority. Table 11.2.1 presents the breakdown of population (including by proportion of gender) based on Census 2011 data<sup>1</sup>. There is a total of 1.2.6 11,631 residents within the identified super-output areas, which is approximately 4% of the population of Shropshire. The gender structure of the population within the SOA are similar levels to those in Shropshire. Density provides a measure of the people living in an area. It is higher in urban areas and lower in rural. Table 11.2.1 highlights that the SOA are largely rural, Shropshire 006H (Oswestry) and Shropshire 008C (Wem) have higher density results.

Table 11.2.1 Population and Density										
	Shropshire Unitary Authority	Shropshire 004E	Shropshire 006H	Shropshire 008C	Shropshire 010C	Shropshire 010D	Shropshire 011B	Shropshire 011E	Average of SOAs	
Resident population (ALL)	306129	1630	2545	1401	1403	1641	1475	1536	1661.6	
Resident population (MALE)	151606	860	1219	658	716	818	712	750	819.0	
Resident population (MALE %)	49.5	52.8	47.9	47	51	49.8	48.3	48.8	49.4	
Resident population (FEMALE)	154523	770	1326	743	687	823	763	786	842.6	
Resident population (FEMALE %)	50.5	47.2	52.1	53	49	50.2	51.7	51.2	50.6	
Area (Hectares)	319730	5419	108	139	3932	4997	2453	1434	2640.3	
Density (number of persons per hectare)	1	0.3	23.6	10.1	0.4	0.3	0.6	1.1	5.2	

<sup>&</sup>lt;sup>1</sup> https://www.nomisweb.co.uk/

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The age structure of a population indicates both the current and future requirements of an area. A younger population, for example, may require access to schools, safe recreation play 1.2.7 facilities and development of future employment opportunities. Aging populations are likely to require a greater focus on health care, living support and social networks. Graph 11.2.1 and 11.2.2 demonstrate the age distribution for Shropshire Unitary Authority and for the LSOAs respectively.





Graph 11.2.1 Shropshire Unitary Authority: Age Distribution



1.2.8 The graphs show a similar age distribution with a peak in the project super-output areas at age 30 to 44. The peak for Shropshire is at ages 45 to 59. The average age for the SOAs is approximately 41 years of age (for Shropshire this is 43 years). The data suggests working age persons present the greatest proportion of population. **Employment and Skills** 

#### 1.2.9 The employment and skill level of a community can help highlight if there are issues associated with potential investment that may be welcomed or avoided for an area. For assessment purposes this has been based on Shropshire with information taken from Shropshire Skills Evidence Base<sup>2</sup>.

1.2.10 Shropshire has a high proportion of the population past the retirement age (like many rural areas) and comparatively low levels of unemployment (compared to UK average). The Shropshire labour force is well qualified compared to the West Midlands area but supports fewer professionals, with more work in elementary occupations or as process, plant and machine operatives. Shropshire also supports an above average number of people working in skilled trade occupations. Net out-commuting is significant (with more resident workers than job availability). There are significant numbers of economically inactive people who would like to be in employment (10,400 in 2016, Annual Population Survey) suggesting that there is an available labour resource within the County. 31% of Shropshire employers report employment staff who have gualifications or skills that are not used in their current role (UKCES Employers Skills Survey, 2015<sup>3</sup>) and levels of part-time employment are exceptionally high (34.8% of all Shropshire jobs in 2015 against 30.9% nationally). All of these factors are indicative of a level of underemployment within the County.

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<sup>&</sup>lt;sup>2</sup> Shropshire Skills Evidence Base available at: http://new.shropshire.gov.uk/media/7027/skills-evidence-for-shropshire-2017.pdf [last accessed 01/10/2017]

<sup>&</sup>lt;sup>3</sup> UK CES Employers Skills Survey available at: https://www.gov.uk/government/publications/ukces-employer-skills-survey-2015-uk-report [last accessed 01/10/2017]



#### **Visual Baseline**

- 1.2.11 Interpreted from a socio-economic perspective highlighting from the technical landscape and visual chapter where the baseline presents the possibility of a socio-economic issue.
- 1.2.12 Most of the study area comprises low lying pastoral and arable farmland, with fields bounded by hedgerows with mature hedgerow trees. It is a rural landscape with a mixture of villages, hamlets and scattered individual properties, connected by a network of roads and lanes. The local landform lies between 90 and 110m AOD. There are small areas of higher ground but generally the landscape is relatively flat as indicated in Figure 7.5 'Topography', particularly around the Rivers Roden and Perry.
- 1.2.13 Roadside hedgerows and occasional small woodlands serve to limit views and, in places it is only possible to appreciate the wider view through roadside field gates. Elsewhere, and beyond and above the confines of hedges, visual containment is provided primarily through tree cover, particularly through the 'layering effect' of field boundary trees.
- 1.2.14 In addition to the roads and lanes, the landscape is crossed by a network of footpaths. Whilst the numbers of people using this lane and footpath network may be relatively few, their attention is likely to be focused on appreciation of the landscape and views.
- 1.2.15 The routeing process has sought to locate wood pole supports close to field boundaries where the existing hedgerows, often with associated trees, help to provide screening and/ or a backdrop for the overhead line which reduces its visibility in the landscape.
- 1.2.16 The contents of Chapter 7 'Landscape and Visual' and the associated appendices detail the visual baseline and identify receptors which will potentially be affected. **Tourism and Recreation**
- 1.2.17 In terms of tourism locations, it is noted that Whittington and Ellesmere are both outside the identified LSOA for assessment but with the importance of these locations to Shropshire tourism the socio-economic assessment will seek to confirm (with the landscape, visual and transport teams) that these areas would not be affected by proposed works.
- 1.2.18 Tourism and recreation locations within the SOA areas include:
  - Cole Mere and White Mere popular for sailing and walking; •
  - Rednal Karting (karting, paintball and laser activities);
  - Montgomery Canal (recreation activities);
  - Shropshire Way (Route 27) walking trail (Lower Frankton to Llanymynech, a total of 11 mile canalside walk);
  - Bed and Breakfasts (e.g. Hordley Hall); •
  - Pub and restaurants (e.g. The Burlton Inn);
  - Sleap Airfield (various recreation activities including café, restaurant and museum); and
  - National Cycle Route 455 (Oswestry, Ellesmere and Whitchurch route, 28 mile route).

1.2.19 There are also a number of Public Rights of Way (PRoW), including footpaths, bridleways and byways, twelve of which are crossed by the proposed development (see Figure 11.3).

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- 1.2.20 North Shropshire tourism data<sup>4</sup> identify that North Shropshire and Oswestry' proximity to larger urban areas and main road networks (M6, Chester, North Wales) make it an attractive proposition, particularly to day visitors falling within the radius of 1-1.5 hour drive time. The survey undertaken by Shropshire Wildlife Trust also confirmed this. The visitor survey undertaken for Shropshire Council indicates that general sightseeing at 27% and shopping at 25% are the main activities undertaken by day visitors. There were low numbers of overseas visitors (for both surveys analysed, Shropshire Council and Shropshire Wildlife Trust) so the area is not viewed as a priority for overseas tourism at this time. The main age group of visitors are 45 plus. There would appear to be relatively low numbers of serviced accommodation within North Shropshire, and within the project area (1km from the Proposed Development) but work will continue for the ES to confirm this.
- 1.2.21 As mentioned Shropshire Wildlife Trust undertook a visitor survey in 2017 around the Meres and Mosses Landscape Partnership Scheme. They had 84 responses and results show people typically spend up to half a day visiting the Meres and Mosses LPS area. Respondents mentioned need for clearer information and amenities for visitors. Visitor counts in the Meres and Mosses LPS suggest approximately 15,000 visitors per year.

#### **Business**

- 1.2.22 This is included because of the need to consider the current business baseline and to highlight the future baseline (once the project is operational) that the Local Authority are seeking to implement through policy measures.
- 1.2.23 Shropshire supports a primarily small business economy, with more than nine out of 10 enterprises employing less than 10 and with comparatively few large employers. There are only 35 organisations in Shropshire which employ 250 or more (IDBR, 2016<sup>5</sup>). This contributes to low levels of investment in training, with fewer Shropshire employers accessing training for their staff than is the case nationally (62% compared with 66%, UKCES Employer Skills Survey, 2015). Largest employers tend to be located in the county town of Shrewsbury or the principal market towns of Oswestry, Market Drayton, Bridgnorth, Ludlow and Whitchurch.
- 1.2.24 GVA in Shropshire has long since lagged behind its more urban West Midlands' counterparts. There are a number of reasons for this, including Shropshire's traditional reliance on agriculture and related industries, where GVA generation is low compared with other sectors. The lack of corporate headquarters also has an adverse effect, as GVA generation is often attributed entirely to the HQ base rather than being split pro rata to branches. High levels of out-commuting, especially amongst top earners, also suppresses the value of Shropshire GVA (and particularly GVA) per capita).
- 1.2.25 The industry that people work in is shown in Table 11.2.2. Note: this is the occupation of those living in the SOAs and not necessarily a reflection of the businesses within the area.

Table 11.2.2 Industry					
	Shropshire Unitary Authority	Shropshire 004E	Shropshire 006H	Shropshire 008C	Shropshire 010C
A Agriculture, Forestry and Fishing	3.9	9.1	1.2	2.9	9.2

<sup>&</sup>lt;sup>4</sup> Overview Report: North Shropshire & Oswestry DDP Marketing Strategy available at: http://www.stmem.com/downloads/company-documents/North-Shropshire-Oswestry-DDP-Marketing-Strategy.pdf [last accessed 01/10/2017] <sup>5</sup> Inter-Departmental Business Register, 2016 available at: https://www.ons.gov.uk/aboutus/whatwedo/paidservices/interdepartmentalbusinessregisteridbr [last accessed 01/10/2017]

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Shropshire Shropshire Shropshire 010D 011E 011B 8.4 3.8 5.5



Table 11.2.2 Industry								
	Shropshire Unitary Authority	Shropshire 004E	Shropshire 006H	Shropshire 008C	Shropshire 010C	Shropshire 010D	Shropshire 011B	Shropshire 011E
B Mining and Quarrying	0.2	0.4	0.2	0.2	0.5	0	0	0.4
C Manufacturing	10.6	10.7	13.5	10	6.5	7.3	10.5	11.7
D Electricity, Gas, Steam and Air Conditioning Supply	0.4	0.5	1	0.2	0.1	0	0.7	1.2
E Water Supply; Sewerage, Waste Management and Remediation Activities	0.9	0.3	1.1	2.6	0.8	0.6	0.9	0.9
F Construction	8.3	8.5	8.6	8.3	5.4	8.1	7.9	7.1
G Wholesale and Retail Trade; Repair of Motor Vehicles and Motor Cycles	16.1	13	19.5	17.6	10.6	14.9	14.5	16.7
H Transport and Storage	3.9	2.8	4.4	3.9	3.9	3.6	2.9	5.5
I Accommodation and Food Service Activities	5.5	3.4	4.7	5.7	5.8	4.9	4.6	4.4
J Information and Communication	2.7	2.3	2.9	1.8	1.7	2.8	2.4	2.8
K Financial and Insurance Activities	2	0.8	2.7	1	0.5	2.2	1.3	1.5
L Real Estate Activities	1.3	2.6	0.7	0.8	1.4	0.7	1.5	1.2
M Professional, Scientific and Technical Activities	5.2	6.8	3.2	4.6	5.5	7.4	6.7	4.3
N Administrative and Support Service Activities	3.9	4.1	3.8	4.6	5.6	3.7	3.8	3.8
O Public Administration and Defence; Compulsory Social Security	6.8	5.1	4.2	7.3	4.2	5.9	5.9	3.6
P Education	10	16.1	8.6	11.6	17.3	12.6	9.1	10.5
Q Human Health and Social Work Activities	13.7	9.6	14.8	13.5	11.4	12.3	17.4	17.5
R, S, T, U Other	4.7	4.1	4.9	3.4	9.6	4.5	4.4	3

1.2.26 Graph 11.2.3 shows the average occupation percentages for working age persons within the super-output areas highlighting that there is a relatively large percentage working in wholesale and retail trade; repair of motor vehicles and motor cycles (15%). Human health and social work activities (14%), education (12%) and construction (8%) are also common sectors of industry for people from the area to work in.

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Graph 11.2.3 Average Percentage of Persons in Industry Based on Project Super-Output Areas

1.2.27 Within the LSOA there are a number of agricultural and tourism-based industries. There are also businesses located at Rednal Industrial Estate and other businesses located within the LSOA, including packaging and fencing companies. One of the closest companies to the Proposed Development (ABP) were contacted to allow them to identify and concerns or issues with the planned infrastructure. Their response stated that the Proposed Development will not impact on what they do.

#### **Transport (including Aviation Facilities)**

- 1.2.28 The baseline for transport and traffic will be considered from a socio-economic perspective to highlight if there are currently any issues with traffic movements in the region that could affect tourism and recreation infrastructure.
- 1.2.29 There is one operational aviation site located at Harmer Hill, some 3km to the south-west of Wem. Sleap Airfield is home to the Shropshire Aero Club, the only civilian licensed airfield in Shropshire.

#### PRELIMINARY ASSESSMENT OF EFFECTS 1.3

- Consideration of the Proposed Development raises the following socio-economic issues: 1.3.1
  - Will the construction work be undertaken by a local company and will any new employees be required?; •
  - Will any Public Rights of Way be effected by construction works e.g. potential diversions, or will users experience potential negative impacts on the visual amenity?; and •
  - At any point during the development, construction or operational phases of the project would the electricity supply service to consumers be interrupted?. •
- The potential effects of these issues are dealt with in greater detail below, where preliminary assessment of the socio-economic effects on different areas are considered. 1.3.2

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#### **Population**

- 1.3.3 There is not expected to be any change to population levels during the development, construction or operation attributed to the North Shropshire Reinforcement Project. **Employment & Skills**
- 1.3.4 The employment generation associated with the North Shropshire Reinforcement Project will be minimal. There will be a limited number of employees required and the likelihood is that a contractor will be used that will have the required health and safety credentials that may not come from the immediate locality of the route. In addition, the supply chain in terms of capital expenditure will be minimal and will also occur based on required standards and may not be limited to the immediate locality. Therefore, in socio-economic terms it is considered that, subject to approval, employment generation (direct and indirect) and supply chain effects (on a local and national basis) should be scoped out of further assessment.

**Quality of Life** 

1.3.5 "Quality of Life" is the general well-being of a person or society, defined in terms of health and happiness rather than wealth. Socio-economic effects associated with construction activities would have the potential to cause stress and disturbance to residents and visitors in the local area. Disturbance could include increased traffic movements or visual effects. There are no socio-economic receptors that have been identified as particularly sensitive to developments of this nature within 1km of the Proposed Development.

Noise

1.3.6 The proposed 132kV overhead line is not anticipated to generate any significant noise effects (see Appendix 4.1). It is therefore proposed to scope any noise effects on the well-being and enjoyment of the area by the local community and visitors out of further assessment.

#### **Visual Effect**

1.3.7 The presence of a new 132kV overhead line in the landscape may lead to adverse visual effects on the well-being and enjoyment of the area, by the local community and visitors, as informed by the landscape and visual assessment this could lead to consequent socio-economic effects. The effects on the quality of views experienced from PRoW, and other community and recreational facilities may have similar socio-economic effects. Although unlikely with a Trident wood pole line, given its small size and appearance, these are important issues for the tourism industry within North Shropshire that is a diverse and important aspect of the local economic structure.

#### Transport

1.3.8 The Proposed Development is not expected to generate any significant transport effects from a socio-economic perspective (see Appendix 4.2).

#### Tourism

1.3.9 The tourism surveys have revealed that whilst visitors are keen to enjoy the views and tranquility of the area, per they also visit for the purposes of shopping and to see friends and family. Taking into consideration the limited visual effect associated with the project there are not expected to be any significant effect on tourism for the area, as noted previously this will continue to be considered.

#### **Temporary Closure of Public Rights of Way**



1.3.10 Construction of the overhead line may affect the use of an area with effects on Public Rights of Way (PRoW) due to temporary closure during construction, although these are likely to be localised, very short term and highly unlikely to give rise to significant effects, see Figure 11.3 for more details. The visual assessment detailed in Chapter 4 'Landscape and Visual' and associated appendices has not identified any significant effects on PRoWs within the study area during construction or operation.

**Civil Aviation** 

1.3.11 Any direct conflict with Sleap Airfield and the Shropshire Aero Club as a result of the North Shropshire Reinforcement Project has been avoided through the routeing and design process, i.e., the exclusion of identified buffer zones that mark the approach route into Sleap Airfield and by the use of Trident poles. Trident poles are on average 12m tall (including the upper steelwork), whereas steel pylons carrying 132kV are around 26m in height. Although it is considered unlikely that any significant effects would arise, effects on the use and enjoyment of Sleap Airfield and the Aero Club will be assessed as part of the EIA and the results presented in the ES.

**Business** 

1.3.12 Stakeholder consultation has revealed strong support from Shropshire Council (Economic Growth Service) for the North Shropshire Reinforcement project. They note that there will be economic impact from the investment in provision of power that will facilitate growth plans for North Shropshire. Development proposals for housing and employment are predicated on the availability of power which has been an issue in Whitchurch and Oswestry due to supply and capacity constraints. The project is expected to have a significant beneficial effect on business in terms of growth plans for the area (including housing development).

Summary

1.3.13 In summary no preliminary negative significant effects have been identified when considering socio-economic receptors during the construction or operational phases of the Proposed Development. A single beneficial significant effect for business growth has been identified, as outlined above.

#### 132kV Electrical Circuit from Oswestry to Wem