


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

Updated Line Route Report 2

November 2017

		PROJECT TITLE	DOCUMENT TITLE		
		North Shropshire	Updated Line Route Report 2		
REV	DATE	DETAIL	AUTHOR	CHECKED BY	APPROVED BY
00	07.11.17	First Issue	SE	KL	SG

CONTENTS

CHAPTER 1: INTRODUCTION.....	6
1.1 BACKGROUND.....	6
CHAPTER 2: SUMMARY OF FEEDBACK FOLLOWING MAY 2017 UPDATE.....	9
2.1 FEEDBACK REVIEW.....	9
2.2 SUMMARY.....	12
CHAPTER 3: OUTCOME OF FURTHER ENVIRONMENTAL ASSESSMENT WORK AND LANDOWNER DISCUSSIONS, AND SP MANWEB'S RESPONSE TO FEEDBACK.....	14
3.1 FURTHER ENVIRONMENTAL WORK.....	14
3.2 WOODHOUSE OPTION.....	14
3.3 LOWER HORDLEY OPTION	19
3.4 NONELEY NORTH OPTION.....	24
3.5 OVERALL SUMMARY	45
CHAPTER 4: THE DETAILED LINE ROUTE DESIGN AND ASSOCIATED CONSTRUCTION WORKS	47
4.1 BACKGROUND.....	47
4.2 DESIGN FREEZE 4	47
CHAPTER 5: CONCLUSIONS AND NEXT STEPS.....	51
5.1 CONCLUSIONS.....	51
5.2 NEXT STEPS	52

FIGURES

Figure	Description
Chapter 1: Introduction	
Figure 1.1	Preferred Route in Project Update 3
Figure 1.2	Route Options in Project Update 3
Figure 1.3	Route Options and Environmental Constraints
Chapter 2: Summary of Feedback Following May 2017	
Figure 2.1	Feedback Received
Chapter 3: Outcome of Further Environmental Assessment Work and Landowner Discussions and SP Manweb's Response to Feedback	
Figure 3.1	Amended Woodhouse Route Option
Figure 3.2a:	Visual Assessments Rednal (VP 11a)
Figure 3.2b:	Visual Assessments Rednal (VP 11b)
Figure 3.3	Ecology Assessment Woodhouse
Figure 3.4	Visual Assessments Lower Hordley (VP 12)
Figure 3.5	Ecology Assessment Lower Hordley
Figure 3.6	Amended Noneley Option
Figure 3.7a:	Visual Assessments Noneley North (VP 76)
Figure 3.7b:	Visual Assessments Noneley South (VP 32A)
Figure 3.8	Ecology Assessment Noneley
Figure 3.9	The Amended Preferred Line Route September 2017
Chapter 4: The Detailed Line Route Design and Associated Construction Works	

Figure	Description
Figure 4.1	Design Freeze 4 - Oswestry to Babbinswood
Figure 4.2	Design Freeze 4 - Babbinswood to Rednal Mill
Figure 4.3	Design Freeze 4 - Rednal Mill to Lower Hordley
Figure 4.4	Design Freeze 4 - Lower Hordley to Stanwardine
Figure 4.5	Design Freeze 4 - Stanwardine to Wackley Brook
Figure 4.6	Design Freeze 4 - Wackley Brook to Wem Substation

TABLES

Table	Description
Chapter 3: Outcome of Further Environmental Assessment Work and Landowner Discussions and SP Manweb's Response to Feedback	
3.1	Likely Effects Resulting from the Noneley North Option and the Preferred Line Route

CHAPTER 1: INTRODUCTION

1.1 BACKGROUND

- 1.1.1 In May 2017, SP Manweb published its latest project newsletter, Project Update 3, as part of its ongoing non-statutory consultation on its proposals for a new 132kV overhead wood pole Trident line in North Shropshire. The newsletter explained that since November 2016 when the previous newsletter, Project Update 2, was published, there had been further discussions with landowners and people living locally to the proposals.
- 1.1.2 The outcome from these discussions was that SP Manweb considered it would review three options as shown in Project Update 3: the Woodhouse Option; to the north of the Woodhouse Estate; the Lower Hordley Option, to the north of Lower Hordley; and the Noneley North Option, to the north of Noneley.
- 1.1.3 Comments on the three line route options were invited in Project Update 3 by way of email or freepost. Following the issuing of Project Update 3, SP Manweb, met with local residents and landowners from the Noneley area in mid-May 2017 and then again with landowners affected more by the Noneley North Option in early July 2017. SP Manweb also attended a local Loppington Parish Council meeting on the Noneley option in mid-July 2017, where a number of local people and landowners were present.
- 1.1.4 SP Manweb made it known at these meetings that it would accept responses up until the end of July 2017, although in the event most were received by the end of June 2017. There was some feedback received after the end of July 2017, this was in the form of copies of letters already submitted as feedback to SP Manweb. These letters were sent to the local Member of Parliament

who subsequently forwarded them to SP Manweb for information. All the feedback received related to the three line route options.

- 1.1.5 For reference, a copy of the preferred route as presented in Project Update 3 is shown in **Figure 1.1: Preferred Route in Project Update 3** and the three option shown in the newsletter are presented in **Figure 1.2: Route Options in Project Update 3**. Figure 1.1 shows the four sections, Sections 1 to 4, into which the preferred route is divided for reference.
- 1.1.6 **Figure 1.3: Environmental Constraints** shows the relevant key environmental designations for these options. SP Manweb considered it appropriate to review the three options against information gathered from environmental surveys carried out up to the end of June 2017 and to assess the likely level of landscape and visual impacts, and heritage and ecological impacts.
- 1.1.7 Further landowner discussions have included discussing in more detail the line route shown in Project Update 3 in relation to local physical features such as trees and field boundaries, access tracks and gateways, and agreeing suitable pole positions together with the routeing of construction accesses along these existing farm tracks.
- 1.1.8 Following a summary of the feedback received in Chapter Two, this report sets out the outcome of the further environmental assessment work of the three options. Reference is also made to the landowner discussions which have taken place regarding the options in terms of the more detailed line design such as where to install the angle poles, which are needed where the line route changes direction, and the positions of the intermediate poles between the angle pole locations in order to address any concerns raised in feedback. Chapter 3 includes reference under each option to SP Manweb's response to how the further environmental work and landowner discussions address or otherwise the stakeholder feedback.

-
- 1.1.9 A short summary in Chapter 3 then explains whether SP Manweb considers the options are justified based on avoiding significant environmental impacts and meeting landowners' interests whilst reflecting the feedback received in response to Project Update 3. Where changes are justified, the overall summary in Chapter 3 explains how these changes are incorporated into an amended Preferred Line Route.
- 1.1.10 Based on the amended Preferred Line Route, Chapter 4 outlines how this has subsequently informed the detailed design of the overhead line and the requirements for the associated temporary construction activities such as the indicative construction corridor limits, the placing of conductor winching equipment and areas for placing the stays to help support the angle poles. Reference is also made to the proposed laydown areas every 1.5km or so along the line where materials will be stored temporarily as part of the overhead line construction and the various construction accesses from public roads along existing farm tracks into the construction corridor. The direction of construction traffic along the construction corridor from the construction accesses is also shown.
- 1.1.11 Chapter 5 sets out the overall conclusions from this report and where this leads to in terms of the statutory consultation.

CHAPTER 2: SUMMARY OF FEEDBACK FOLLOWING MAY 2017 UPDATE

2.1 FEEDBACK REVIEW

2.1.1 The feedback received following the issue of Project Update 3 amounted to a number of comments from 27 respondents. All but one of these comments related to the Noneley section (Section 4). SP Manweb also noted feedback from the meetings it had with local residents and landowners affected by the Noneley section. In addition, Shropshire Council provided SP Manweb with feedback on the Noneley North Option.

2.1.2 The one other comment (referred to above) related to a change shown in Project Update 3 at the eastern end of Section 2 (Woodhouse). No feedback has been received in respect of the Lower Hordley option.

Woodhouse Option

2.1.3 The proposed change to this section of the line route resulted in a response from the owners of a property at Rednal Mill where they consider that the proposed route option in Project Update 3 would be visible from their house.

Noneley Option

Emails and letters

2.1.4 The feedback received from local people in the form of emails relates to both the northerly and southerly options, with the majority of the feedback received (75%) relating to the Noneley South route. The feedback makes reference to the following points:

- The Noneley South route would:
 - impact on heritage assets, contrary to National Planning Policy Framework 2012 which advises on the need to take account of the significance of the heritage asset including the setting of the asset when considering proposals.

- impact on the landscape to the south of Noneley, which has greater historic interest.
- have the greater ecological impact, including proximity to the SSSI site nearby at Rue Pastures.
- have greater visual impacts when viewed southwards from properties in Noneley.
- the southerly option is close to a busy airfield.
- the southerly option passes through more open landscape than the northerly route, with fewer trees present on hedgerows, and would therefore be less visually contained than the northern option, and more prominent in the landscape.

2.1.5 Residents and landowners affected by the Noneley North option have raised the following concerns:

- The Noneley North option would:
 - have visual impacts where it would run parallel to the existing 33kV overhead line from Bentley Farm.
 - have ecological impacts where the line route clips the end of a reservoir to the north east of The Shaves used by swans and geese.
 - ignore concerns from residents and favour residents affected by the Noneley South route who are being listened to more than those to the north.

2.1.6 Other comments refer to why no consideration is being given to:

- a more direct line running west – east; or
- laying a short section of the north option underground from where it crosses Bentley Lane to past the reservoir to the east to address concerns expressed by local residents

2.1.7 **Figure 2.1: Feedback Received** illustrates the properties in Noneley from where feedback was received in response to the Project 3 Update.

Meetings (Residents, Landowners and Loppington Parish Council

2.1.8 The meetings on 18 May 2017 with local residents and landowners affected by the Noneley South route and in July 2017 with landowners affected by the Noneley North option noted the same points as those raised in the written feedback received referred to above.

2.1.9 The following points were noted at the Parish Council meeting:

- The overall preference among landowners is for south route
- A local landowner agent advised of objections to the north route, as agricultural property is already “burdened” by the existing 33kV overhead line

Shropshire Council Comments

2.1.10 Officers at Shropshire Council provided written comments in June 2017. These can be summarised as follows:

- The Council's Historic Environment adviser has raised the issue of the potential impact on listed and non-designated buildings which benefit from a southerly principal elevation where arable farmland to the south is fairly open in character. When compared to the southerly route option, the northerly route benefits from more hedgerow cover, and thus enables a greater potential to mitigate the visual impacts of the new line.
- With regard to visual impact more generally, arable farmland to the south of the settlement is fairly open in character and when compared to the southerly route option, the northerly route benefits from more hedgerow cover, thus enabling a greater potential to mitigate the visual impacts of the new line.

- The Council's Ecologist and Landscape advisers consider that whilst there is little difference between the Noneley South line route and the Noneley North option, trees and ponds along the northerly route, should be avoided as these provide screening in visual terms and local habitats.
- In summary, there is a slight preference for the Noneley North route option from a heritage and visual impact perspective.

2.2 SUMMARY

- 2.2.1 Project Update 3 resulted in some very helpful and informative feedback being received, in particular, in relation to the Noneley option.
- 2.2.2 The feedback received in respect of the Woodhouse Estate option is helpful as it reflects the views of occupants who live in one of the five properties affected by this change, as is the lack of feedback on the Lower Hordley option which is informative in itself in terms of the local support or otherwise for this option.
- 2.2.3 This feedback is considered relevant to the considerations taken into account by SP Manweb in its own environmental assessment of the line route options which is outlined in the next chapter.
- 2.2.4 That the majority of feedback received relates to the Noneley options shows that it is this section that has generated most local interest from both local people and affected landowners. It is noticeable as well that the feedback from residents is more concerned with likely visual impacts on properties and the wider amenity of the area that would arise from the proposed 132kV overhead line along the Preferred Line Route. This contrasts to the feedback from other local people who are also landowners whose main concerns are in relation to farming activities.
- 2.2.5 The feedback from Shropshire Council's technical experts is also helpful in assessing the Noneley North Options.

CHAPTER 3: OUTCOME OF FURTHER ENVIRONMENTAL ASSESSMENT WORK AND LANDOWNER DISCUSSIONS, AND SP MANWEB'S RESPONSE TO FEEDBACK

3.1 FURTHER ENVIRONMENTAL WORK

- 3.1.1 This section outlines the further environmental work that SP Manweb has carried out on the three line route options shown in Project Update 3 and as amended following feedback. This work has included environmental surveys and assessments of the likely landscape and visual effects, and impacts on ecology and historic assets within the options. The work was carried out between April 2017 and the end of June 2017 (i.e. over the course of three months). SP Manweb's technical advisers who carried out the assessments have, with the benefit of additional survey information, considered these likely effects in EIA terms, noting whether an effect is likely to be significant or not.
- 3.1.2 Landowner discussions have included discussing possible pole positions and construction accesses.
- 3.1.3 Where relevant to a particular option, the outcome of the additional environmental work and landowner discussions is then considered in terms of the feedback received on the option and a summary explanation is provided in terms of how SP Manweb considers the comments raised in feedback have been addressed.

3.2 WOODHOUSE OPTION

- 3.2.1 As shown in **Figure 1.2: Route Options in Project Update 3**, the Woodhouse Option crosses the canal at the same point as the Preferred Line Route and then runs slightly northwards to avoid the more regular shaped arable fields to run through those fields closer to the River Perry. It then

passes immediately to the north of the group of properties at Rednal Mill and continues towards the north of Lower Lees.

- 3.2.2 This option was suggested by the Woodhouse Estate as a line route that would minimise impacts on woodland management, farming and general amenity of land and properties within the estate. Following Project Update 3 being sent out, they suggested a straighter revised line route option which retains the perpendicular crossing point over and slightly beyond the canal and then positions poles in existing field boundaries. This reduces impacts on farming for their farm tenants. This resulted in the line route now shown in **Figure 3.1: Amended Woodhouse Option**.

- 3.2.3 In terms of this option, the outcome of the further assessment work in terms of its likely landscape and visual impacts, and impacts on ecology and historic assets is as follows:

Landscape and Visual

- 3.2.4 From field surveys undertaken by SP Manweb's landscape planners between April 2017 to the end of June 2017, the outcome of the landscape assessment is that there would be no likely operational significant effect on the landscape character of the Woodhouse Estate, however, there will be short term moderate effects during the construction stage due to loss of trees in the landscape.
- 3.2.5 In terms of assessing likely visual effects, the further work, as evidenced in **Figure 3.2: Visual Assessments Woodhouse (VP 11a and 11b)** confirmed that this line route option is closer to the group of properties at Rednal Mill. The properties benefit from good levels of screening from existing hedgerows and trees along the River Perry and field boundaries, which would be retained.
- 3.2.6 Further east, the Woodhouse option is likely to be in view in the open landscape to the north of Lower Lees, however, effects are likely to be minor (not significant).

- 3.2.7 In summary, there are likely to be short term moderate significant effects on the landscape due to loss of trees during the construction phase, and effects on visual amenity (as noted from Viewpoint 11) are unlikely to be significant.

Ecology

- 3.2.8 **Figure 3.3: Ecology Assessment Woodhouse** summarises the ecological survey findings.
- 3.2.9 In terms of the likely ecology impacts overall of this option, it is noted that much of the Woodhouse option crosses agricultural, open fields of low ecological value, similar to the original line route alignment and as such there are not likely to be any significant effects arising from this option.
- 3.2.10 The Woodhouse option is likely to have slightly adverse impacts but not at a level to be considered to be significant in ecological terms, due to two additional crossings of the River Perry in close proximity to one another, with associated removal of riparian vegetation (especially bankside trees) and potential for pollution/sediment runoff which will require control. The river crossing impacts would however be avoided by poles being positioned back by at least 8m from the river to avoid significant impacts and suitable mitigation by controlling construction works in a future Construction Environmental Management Plan (CEMP). Overall, there would be no differences in ecology terms between the Woodhouse Option and the Preferred Line Route.

Historic Environment

- 3.2.11 The Woodhouse option is further from the north side of the non-designated Woodhouse Park, at distances of 370-450m as opposed to 230-300m for the preferred route, and this will slightly reduce effects on properties on the estate. The new route option is also up to 150m further away (than the previously shown preferred route) from Woodhouse, a Grade II listed building and its associated listed buildings and this will also reduce effects slightly. It

is however closer to the non-designated Hawkswood Farm and Rednal Mill Farm which would slightly increase effects.

- 3.2.12 In conclusion, the Woodhouse option is marginally preferable to the preferred route, based on less potential effects on the listed buildings on the Woodhouse Estate.

Summary of the environmental work for the Woodhouse Option

- 3.2.13 In summary, the subsequent change made to this option after the crossing point at the canal slightly reduces the visibility of poles to the east when viewed from the canal. The option is likely to be less visible than the previously Proposed Line Route, which was routed across the more open landscape of the Woodhouse Estate, to the south of Rednal Mill. There will be tree losses in the privately managed Woodhouse Estate landscape and near the River Perry, and short term moderate effects are likely during the construction phase. Poles are to be placed away from the vegetated banks along the river to minimise these losses. This would be secured through appropriate construction controls in a CEMP. This effect is countenanced by there being no long term significant landscape effect during the operational phase.
- 3.2.14 Whilst there is no anticipated difference overall in visual and ecological impact terms, there is a short term likely moderate significant landscape effect due to loss of trees managed by Woodhouse estate. There is a slight preference in terms of heritage for the Woodhouse option, as it has less impact on the listed buildings on the Woodhouse Estate.
- 3.2.15 The Woodhouse option can therefore be supported on environmental grounds.

Landowner Discussions

- 3.2.16 The Woodhouse option is entirely within the land owned and managed by the Woodhouse Estate, who have suggested the line route and have no comments against the route. The landowner has worked with SP Manweb in

proposing pole positions close to field boundaries within their land to reduce visibility from nearby properties.

- 3.2.17 Further discussions have taken place with the Canal and River Trust which owns the Montgomery Canal, and they have advised that they have no concerns provided that the line route crosses at the same point as previously shown and does not adversely affect views northwards where the canal has a more tranquil and rural setting. As the tree cover extends along the canal bank northwards beyond Green Wood, SP Manweb considers this setting is preserved.

Feedback comments

- 3.2.18 SP Manweb notes the feedback provided by occupiers of one of the properties at Rednal Mill. However, it considers properties in Rednal Mill are adequately screened from the Woodhouse option by the existing mature tall hedgerows along field boundaries in the area, which avoids significant visual impacts for the occupiers of these properties.

Summary

- 3.2.19 The outcome of the environmental work shows there would be a short term landscape impact during construction, with no adverse significant operational impacts arising from the Woodhouse Option and there would be less effect on the setting of listed buildings on the estate, so it is marginally preferable than the preferred line route. In addition, the Woodhouse Option supports the affected landowners' concerns and that they have worked with SP Manweb to agree a design that seeks to reduce impacts for third parties with views towards the new overhead line from their properties. In promoting a project of this type, landowner support is a relevant consideration. SP Manweb has also had regard to feedback from local people but sees this is limited to one property where views would not be significantly affected. Based on this outcome, SP Manweb considers it is reasonable to accept the Woodhouse

option. SP Manweb therefore proposes to amend the preferred line route accordingly.

3.3 LOWER HORDLEY OPTION

3.3.1 As shown in **Figure 1.2: Route Options in Project Update 3**, the Lower Hordley Option takes a less direct route than that of the preferred line route which runs to the south of Lower Hordley and is referred to in Project Update 3 as Lower Hordley South. The Lower Hordley Option takes a north-easterly direction to avoid the larger arable fields. It runs north eastwards away from properties in Lower Hordley, then turns eastwards to the south of Dandyford and then runs to the southeast of Reynolds Cottage before re-joining the preferred line route.

3.3.2 The line route option was suggested by a local landowner who owns and farms land to the west of Lower Hordley and who has made a significant capital investment in installing a Centre Point Irrigation System on the large arable fields.

3.3.3 The outcome of the further assessment work in terms of its likely landscape and visual impacts, and impacts on ecology and historic assets is as follows.

Landscape and visual assessment

3.3.4 Recent field surveys confirmed that the wider landscape character in Lower Hordley is characterised by mixed development including small clusters of modern housing, a sewage treatment works with associated low-growing copse of trees, and further north, Dandyford Farm. A cluster of farms and cottages form the traditional centre of the hamlet of Lower Hordley. A large abattoir facility lies to the south of the hamlet. The landscape generally contains medium to large scale, low-lying arable fields bounded by hedgerows, occasional trees and drainage ditches. Some larger fields have sparsely vegetated boundaries. Blocks of mature trees are present in the centre of the hamlet and at Dandyford Farm. Scattered mature trees and

overgrown hedgerows are present on some field boundaries, and also along the western bank of the River Perry and around a large pond east of Lower Hordley.

- 3.3.5 Within this landscape context, the likely overall significance of the adverse effects on the landscape resulting from the overhead line along the Lower Hordley South option is judged to be minor (not significant). The landscape to the north and east retains more of a rural character with smaller scale fields and irregular field boundaries that respond to natural features in the landscape. More mature trees are present in fields to the north-east, and the landscape has been judged to have a slightly higher medium value. The Lower Hordley option would add to the existing vertical man-made elements in the landscape west and north of Lower Hordley. However, this landscape is sparsely populated and its character is influenced by the more intensive agricultural practices utilised in this area.
- 3.3.6 As such, the likely significance of the adverse effects on the landscape resulting from the Lower Hordley option is judged to be minor to the north-east of Lower Hordley.
- 3.3.7 In terms of the visual impacts of the Lower Hordley Option, the further work in this area is evidenced in the viewpoint from the group of properties referred to as Smithy Cottages in Lower Hordley as shown in **Figure 3.4: Visual Assessments Lower Hordley (VP 12)**. North of Lower Hordley, the Lower Hordley option would be visible in wide views as the line passes through the large scale agricultural fields in the west, then crosses over the rural lane and into the medium scale fields associated with Dandyford in the north, and then across a second rural lane and into larger scale fields to the east of Lower Hordley. The Lower Hordley option would be clearly visible from residential properties along the northern edge of the settlement. These properties have views to the west and north-east in the direction of the route, whilst the northerly properties have views to the south-west, south and south-east in the direction of the Lower Hordley option.

- 3.3.8 As these views (referred to in paragraph 3.3.7 above) are at a distance of over 200m from the proposed overhead line, with intervening trees and hedgerows, the likely visual effects resulting from an overhead line along the Lower Hordley option is judged to be minor and therefore not significant.
- 3.3.9 The southern option passes from the east of Lower Lee to the west of Lower Hordley, and would be visible across the flat and open agricultural landscape. These fields are generally low-lying and whilst there may be moderate effects reported at isolated viewpoints to the south of Lower Hordley (in close proximity to the line) the likely overall significance of the adverse visual effects resulting from the southern option is judged to be minor (not significant).
- 3.3.10 The outcome of the further landscape and visual assessment for the Lower Hordley Option is therefore similar to the likely effects of the preferred Lower Hordley South route where views are also generally experienced at over 100m from the line and closer views would be screened or filtered by intervening vegetation, the rural lane and built development. Overall, there is no preference from a landscape and visual impacts point of view.

Ecology

- 3.3.11 **Figure 3.5: Ecology Assessment Lower Hordley** summarises the ecological survey findings for this option.
- 3.3.12 The main habitat features lying along the Lower Hordley option are open arable and improved grassland fields bounded by a network of hedgerows, a number containing hedgerow trees. Several ponds are present in the area and the option crosses the River Perry. Some of the agricultural fields lie within the floodplain and may be more attractive to wintering geese and other wildfowl at times. More recent ecological habitat and species surveys in Spring 2017 and Summer 2017 confirmed these areas to be of low ecological value, and as such, there are no significant ecological impacts.
- 3.3.13 This being the case, there is little differentiation between the Lower Hordley option and the Lower Hordley South option in terms of ecological effects.

Heritage

- 3.3.14 Four non-designated assets have been identified as likely receptors affected by the Lower Hordley option. These include;
- Dandyford Farm (SHER MSA 24732)
 - Red House Farm (SHER MSA 24776)
 - Reynolds Cottage (SHER MSA 24730)
 - Sycamore Farm (SHER MSA 24775)
- 3.3.15 The four assets under consideration are non-designated and none of their values or interests indicate that they are greater than of local importance, and as such they are classified as being of equal low significance. Dandyford Farm has good visual connection with the surrounding landscape and its setting has a high sensitivity to change. It has relatively open views to/ from the Lower Hordley option. Reynolds Cottage has good visual connection with the surrounding landscape, and its setting has a moderately high sensitivity to change. It has views to / from the Lower Hordley options to the north-west. Red House Farm has poor to moderate visual connection to the surrounding landscape and its setting has a low to medium sensitivity to change, notably to the south. Views to/ from both route option are strongly filtered by built-form and vegetation.
- 3.3.16 Potential impacts are considered to range from 'No change' to the lower end of 'Moderate', the highest assessed impacts are for Dandyford Farm in the Lower Hordley option. However, this is a similar outcome to the likely impacts on Sycamore Farm in the Lower Hordley South option. None of these impacts are significant effects in EIA terms and overall, there is little differentiation in terms of potential effects on the historic environment between the two options.

Summary of environmental work for the Lower Hordley Option

- 3.3.17 In summary, there are no significant impacts arising from the Lower Hordley Option in respect of ecological and heritage impacts and the further environmental work has shown there to be little difference between the Lower

Hordley Option and the Lower Hordley South option in respect of ecological and heritage impacts.

- 3.3.18 In terms of landscape and visual impacts of the Lower Hordley option, impacts are likely to be of minor effect and therefore not significant. This is anticipated to be the same outcome as for a Lower Hordley South option.

Landowner Discussions

- 3.3.19 This route option is located mostly within the land owned and managed by the landowner and farmer of the large arable fields to the west of Lower Hordley who has suggested the line route and has no comments against the route. As with the Woodhouse option, the landowner has worked with SP Manweb in proposing pole positions close to field boundaries within their land to reduce visual from nearby properties with views towards the line. This is a relevant consideration in assessing whether to alter the preferred line route.

Feedback comments

- 3.3.20 No comments have been received in relation to the Lower Hordley Option and so there is no need to justify the above considerations against feedback.

Summary

- 3.3.21 Based on the outcome of the environmental work, which show there would be no adverse significant impacts arising from the change for properties at Lower Hordley, and as the suggested change addresses the affected landowner's concerns, it is reasonable for SP Manweb to accept the Lower Hordley option and amend the preferred line route accordingly.
- 3.3.22 In the case of this option, the western end links more directly into the Woodhouse Option above and therefore also facilitates a more direct line route in continuing the Woodhouse Option eastwards.

3.4 NONELEY NORTH OPTION

- 3.4.1 As shown in **Figure 1.2: Route Options in Project Update 3**, the Noneley North Option starts from a point east of the small and enclosed field pattern known as Moorfields, where there is also a distinct field drainage network. The line route option runs northwards following the route of an existing 33kV wood pole overhead line to the east of Bentley Farm. It continues northwards to run to the north of a farmhouse known as The Shayes and then turns and runs directly eastwards towards the River Roden. The Noneley North Option crosses the River Roden and continues into Wem Substation.
- 3.4.2 A similar line route option was initially considered by SP Manweb in response to feedback received as part of the Stage One Consultation which commenced in June 2016. This feedback was from a number of local residents in Noneley and expressed concerns relating to visual impacts of the preferred line route running to the south of Noneley. As reported in the Updated Line Route Report November 2016, an additional option was identified and assessed by SP Manweb in response to this feedback. A variant of the Noneley North Option was referred to as Option 4D in that report. This was discounted due to it being closer to residential properties including a listed building known as The Shayes, and likely impacts on the smaller scale field pattern with mature hedgerows and trees. It would also have run parallel to the existing 33kV overhead line.
- 3.4.3 Following the publication of the Updated Line Route Report in November 2016, SP Manweb continued to receive feedback from local people living in Noneley, as well as properties nearby in Commonwood. SP Manweb met with local people on two occasions in January 2017 and February 2017 to further discuss their concerns. They expressed concern that the preferred line route to the south (called the Noneley South Option in this Report) would adversely affect the visual amenity for the occupiers of those properties in Noneley and Commonwood, many of which shared open and long ranging views to the

south compared to a northerly option which was relatively well screened and obscured with less visual impact.

- 3.4.4 Following the first meeting with local people, SP Manweb undertook to review the reasons for discounting the Option 4D referred to in the Updated Line Route Report November 2016. It also agreed to review a 4C Option referred to in the November 2016 report. This was a more direct route running from Section 3 west to east.
- 3.4.5 At a meeting held with local people in February 2017, SP Manweb explained the original Option 4C had not been progressed because there was no longer a connection from Section 3 as the previous route section in Section 3 had moved further south away from Cockshutt to the north in response to feedback from Stage One Consultation. As such, this route was not being considered further by SP Manweb. It was explained that SP Manweb had considered other route options similar to 4C, from near Malt Kiln Farm towards the existing 33kV overhead line near Chapel House and this work indicated that these options would also result in likely effects on landscape and visual, the historic environment and ecology. SP Manweb considered that a direct west-east route would impact on the historic landscape character and visual amenity of properties affected by that option. Residents acknowledged that Option 4D would better alleviate their concerns and agreed no further action was needed on 4C.
- 3.4.6 In terms of Option 4D, SP Manweb explained that it considered this option had merit as a potential route option and that it would ensure the environmental surveys included this option and further assessment work would be carried out.
- 3.4.7 At the time of publishing Project Update 3, this further environmental assessment work was not complete, although so far, it had not shown a preference for an option north of Noneley. The newsletter explained that landowners had a slight preference for a southerly option and that consultation with landowners and local people was still ongoing.

- 3.4.8 In the course of reviewing stakeholder feedback on the Noneley North option, in particular, landowner comments, SP Manweb considered further changes to the line route by directing the route option away from these properties to run on the southern side of the River Roden and cross the river further south to alleviate their concerns.
- 3.4.9 Similarly, in response to feedback from landowners affected by the Noneley South Option, SP Manweb also introduced a further change to the south of Noneley by running the line route closer to Sleaf Brook. This amended route and the amendment to the Noneley North Option are shown in **Figure 3.6: Amended Noneley Options**.
- 3.4.10 As noted above in Chapter 2, the Noneley section attracted the most feedback following Project Update 3 and given the level of local interest in this section, a relatively fuller explanation of the environmental assessment work carried out in assessing the Noneley North option is set out below.

Landscape and Visual

- 3.4.11 The landscape and visual assessment reported on below has been carried out following ongoing routeing work since May 2017. This has included field surveys and further work in terms of establishing the sensitivity of this landscape to the proposed development in order to assess the likely significance of the effect on landscape and carrying out the residential and visual amenity assessment.
- 3.4.12 The further work has informed judgements regarding the sensitivity of the landscape to a new overhead line. This included reference to the methodology for assessing the sensitivity of a landscape to changes set out in Chapter 7, Landscape, in the Scoping Report dated March 2017.

Landscape

- 3.4.13 The landscape covering the Noneley section forms part of the Lowland Moors (to the east and west of Noneley) and the Principal Settled Farmlands (to the centre of Section 4), as identified in Shropshire Council's landscape character

study 'The Shropshire Landscape Typology' published in (September 2006). The key characteristics of this area include flat, low-lying topography, with wet ditches and drains and open landscapes, which sit alongside areas of mixed farming with a varied pattern of hedged fields. Noneley is a small hamlet centred on a rural lane that passes roughly east-west between Noneley and the small hamlet of Commonwood in the east. Noneley itself is characterised by a cluster of traditional houses and farms, including a small cluster of Grade II listed buildings including Noneley Hall and Grafton Farmhouse. Lower voltage overhead line infrastructure and telegraph poles can be seen in the centre of the hamlet. The lanes which service the hamlet are generally bound by mature deciduous hedgerows. Few mature trees are present in Noneley.

- 3.4.14 To the north of Noneley is an area of agricultural land with small to medium scale fields, with mixed boundary treatments that often feature hedgerows and hedgerow trees. Fields are generally irregular in shape and respond to natural features present in the landscape. A reservoir is present in fields to the north of the hamlet (near The Shayes Grade II listed farmhouse) and ponds surrounded by mature trees and vegetation are present within the fields.
- 3.4.15 There is potential for using existing mature trees and hedgerows to the west and north of Noneley to screen a new overhead line. The landscape to the west and north-west is sparsely populated and intervening landscape features on field boundaries would assist in screening the overhead line such that only short sections of the line will be viewed, with the exception of the crossing point on the rural lane just north of the Shayes. At this location, the new overhead line would intersect with existing 33kV and 11kV overhead lines and would be in close proximity to a cluster of mature trees.
- 3.4.16 Whilst the new overhead line would be a similar wood pole structure, it would be slightly larger in scale than the existing 33kV overhead line and there is potential for clutter particularly where the overhead lines converge, just north of The Shayes and south of Chapel House. With routeing that avoids trees

and hedgerows, the likely significance of the adverse effects on the landscape resulting from an overhead line along the Noneley North option is judged to be minor with limited change to the rural character to the west and north of Noneley.

- 3.4.17 With reference to the landscape assessment, SP Manweb considers that the overall likely significance of the adverse effects on the landscape resulting from an overhead line along the Noneley North option is judged to be overall minor. It is however noted that within this overall effect, due to some unavoidable loss of hedgerow trees near The Shayes, there are localised moderate and therefore significant adverse effects in this part of the landscape.
- 3.4.18 By comparison, to the south of Noneley, the landscape is flat and open comprising large scale arable fields with hedgerow boundaries and an east-west network of small rural lanes. The small number of trees that are present in this landscape are generally located along the winding course of Sleaf Brook. Sleaf airfield lies to the south of the brook, with limited visual connection to the hamlet and areas to the north. The agricultural fields in this flat landscape are slightly larger in scale, particularly those to the east of the hamlet, near the River Roden. There are fewer trees in the area of flood risk associated with the River Roden. To the east of Commonwood lies the Ruewood Pastures SSSI and the Grade II listed Ruewood Farmhouse. Further east and south-east are the settlement at Tilley and the hamlet at Ruewood. Modern agricultural practices with field amalgamation and loss of hedgerows has resulted in a large scale field pattern to the south, with few natural landscape features evident. Similarly, the airfield and associated flight patterns, with frequent but intermittent low-flying helicopter manoeuvres, contribute to a temporary erosion of the sense of tranquillity and remoteness. However, the area contains no other detracting features. Farmsteads are generally traditional and small in scale. Built development is contained within the hamlets and is appropriate to their setting. The sensitivity of this

landscape to the introduction of an overhead line varies, with medium sensitivity in areas where there are distinct landscape features (such as copses, shelterbelts and ponds) and in close proximity to hamlets.

- 3.4.19 The landscape character in and around Noneley is influenced by the flat landform, the scale of neighbouring fields, the nature of field boundaries and built development. Views from buildings in the hamlet that are orientated to the south generally experience wide, open and distant views across neighbouring fields and beyond, to distant areas of higher ground on the horizon. Views in other directions can be distant, but screened by intervening field boundaries, nearby woodland, shelterbelts and copses, mature hedgerow trees and neighbouring buildings. Distant views to the south, due to the flat landform, include distant hills and low ridges, and areas of settlement on rising ground. These contribute to the visual horizon experienced from this area.
- 3.4.20 For these reasons, an overhead line to the south of Noneley would introduce a new element in the open agricultural landscape. Long sections would be visible and with little potential for screening. The landscape is sparsely populated and agricultural in character and contains few landscape features. Its openness results in a strong visual connection with Noneley and Commonwood and contributes to their open rural setting.
- 3.4.21 Given the above, the outcome of the further assessment work is that the overall likely significance of the adverse effects on the landscape affected by the Noneley South Option, as with the Noneley North Option, is judged to be overall minor. There is, however, a section of the new overhead line to the south of Noneley where the effect is more adverse due to the currently wide open landscape being interrupted by a new feature, which would result in moderate and therefore significant effects.
- 3.4.22 Given the open character and contribution that this particular landscape makes to the area to the south of Noneley, SP Manweb considers this type of moderate effect is less localised and is slightly more adverse than the effect

of the Noneley North Option. In landscape terms, the Noneley North Option is therefore slightly preferable.

Visual

- 3.4.23 The visual assessment has been informed by further work which is set out in **Figure 3.7a: Visual Assessments Noneley North (VP 76) and Figure 3.7b: Visual Assessments Noneley South (VP 32A).**
- 3.4.24 North of Noneley, the poles associated with a new overhead line would be seen in the context of the rural lanes, the existing overhead lines and telegraph poles, fields with hedgerow boundaries, mature hedgerow trees and ponds in the west, and open arable fields near the River Roden in the east.
- 3.4.25 The main group of properties is at Noneley where, due to intervening hedgerows and trees, the route would not be likely to have significant effects on views when the new overhead line is viewed from these properties.
- 3.4.26 The route crosses the footpath network in four locations, and the local lanes in two locations. Users would experience views of the line, particularly where the route crosses to the north of The Shaves and in the more open landscape to the east. As the vertical scale of the proposed scheme is generally similar to that of mature trees, the west and north of the route is well-treed and therefore poles are unlikely to dominate the skyline with only short sections of the overhead line being visible.
- 3.4.27 The presence of the existing 33kV and 11kV lines would however result in combined effects where the overhead line crosses the point where the new and proposed lines converge.
- 3.4.28 For these reasons, the magnitude of visual change resulting from the Noneley North Option is judged to be low to the west and east and medium to the north.

- 3.4.29 The likely significance of the adverse visual effects resulting from an overhead line along the Noneley North option is judged overall to be minor. There is a localised view where there is less tree screening experienced to the north of Noneley for users of local roads and footpaths being to the lower end of moderate.
- 3.4.30 The Noneley South Option would be seen in the context of the rural lanes and open agricultural fields. The height of the Trident wood poles is generally similar to that of mature trees, however, there are few tall mature trees close to the route in this location. Therefore, whilst the poles would be backclothed by the mature strip of vegetation along Sleaf Brook and rising land to the south, the tops of individual poles could be visible on the skyline. Poles are unlikely to dominate the skyline, but they would generally be visible in the middle distance over a wide area.
- 3.4.31 The group of properties at Noneley have views orientated in the direction of the southerly route, as amended and shown in Figure 3.6, which are middle distanced and uninterrupted. These include the small cluster of listed buildings at Noneley Hall and Grafton Farmhouse which face southwards and benefit from open southerly views. Views would include middle distance views of the overhead line, with some long sections visible. Views would be seen in the context of the open agricultural landscape to the south of Noneley and Commonwood, which has no existing overhead line infrastructure.
- 3.4.32 The route crosses the footpath network in three locations, and the local lanes in three locations. Receptors would experience views of some long sections of the line, but at varying distances and with intervening screening from hedgerow boundaries.
- 3.4.33 A new overhead line would be seen in views orientated to the south around Noneley and Commonwood, and to the north of Ruewood and would adversely affect the visual amenity of these residential receptors. This is because views would be towards the proposed overhead line where the

outlook is generally rural and due to sparse or low vegetation in this area, the tops of individual poles could be visible on the skyline and over a wider area.

- 3.4.34 Similarly, the proposed development would be visible when viewed from the rural lanes and PRow network. The likely significance of the adverse visual effects resulting from the overhead line along the Noneley South option when viewed from Noneley and local roads and footpaths is judged to be at the upper end of minor. Similar to Noneley North Option, there is, as a result of views southwards from Noneley, also potential for visual effects at the lower end of moderate and therefore significant. .

Summary of landscape and visual assessment

- 3.4.35 In summary, there is greater landscape screening to limit landscape losses along the Noneley North option as a result of the well treed landscape through which the route passes. This includes mature field boundary hedgerows. Whilst the landscape character is adversely affected, and in some places to a moderate and, therefore, significant level, this effect is restricted to specific locations. Similarly, whilst views of the Noneley North route are likely to be experienced at closer distances, these would be through intervening trees and hedgerows and are likely to cover shorter sections of the overhead line and be of a more localised nature. Views of the new overhead line are also likely to be seen in the combined context of other nearby existing overhead lines (including the existing 33kV overhead line). Positioning the line route option along the River Roden avoids visual impacts on properties to the north.
- 3.4.36 The Noneley South Option would introduce a new element in the existing landscape that would be visible over a wide area in an open and uncluttered agricultural landscape. Adverse landscape effects are also likely, and overall judged to be of a minor effect. In some places, however, these have been assessed to be of a moderate and, therefore, significant level.
- 3.4.37 Given that these views to the south would generally be experienced from the group of properties at Noneley which generally share a southerly aspect over

the currently open landscape, there is slightly greater potential for these views to be interrupted by longer sections of the new overhead line in the uncluttered and sparsely settled agricultural landscape to the south.

- 3.4.38 As with the likely landscape effects, the visual assessment has shown that overall the effects of either route option are not significant, although there are sections that would experience a slightly higher and moderate (significant) level of effect. For the Noneley North Option, this is restricted to where the new line would be visible due to some isolated tree losses. For the Noneley South Option, these are less restricted and likely to be experienced by properties in Noneley with a southerly outlook, including the cluster of listed buildings, and users of rural lanes and footpaths which benefit from an open southerly aspect over a wide flat landscape. SP Manweb consider these types of effects to be distinct with the level of effect of the Noneley North Option being slightly less than that of the Noneley South Option resulting in on balance, a slight preference for the Noneley North Option.

Ecology

- 3.4.39 This assessment considered the potential ecology and biodiversity impacts of the Noneley North option alongside the potential impacts of the Noneley South Option. This assessment first identified the ecological features which might be affected by the line route option, including statutory and non-statutory designated sites, protected and notable habitats and species and ecological networks which have been identified in records from the Shropshire Ecological Data Network and Shropshire Wildlife Trust, and from consultee responses. Reference has also been made to survey data collected in the Broad-scale Phase 1 habitat surveys in summer 2016 and winter ornithological surveys in 2016/17, and to the further ecological surveys in Spring and Summer 2017, which provided more detailed survey data that is set out in **Figure 3.8: Ecology Assessment Noneley**.

- 3.4.40 In terms of the main habitat features lying along the Noneley North option, a key feature is the River Roden. There are also networks of hedgerows, many containing hedgerow trees and open arable and improved grassland fields, and a number of ponds are present in the area. Some of the agricultural fields lie within the floodplain and may be more attractive to wintering geese and other wildfowl at times. Such bird species may also fly across from other suitable habitat locations in the wider area.
- 3.4.41 The habitats along the Noneley North Option support a variety of wildlife including protected or locally notable species including great crested newts, badgers, bats, otters and water vole. The Ruewood Pastures Site of Special Scientific Interest (SSSI), designated for its grassland plant species, lies to the south east within 500m and Ruewood Pool Local Wildlife Site (LWS) lies approximately 630m to the south of Noneley.
- 3.4.42 Non-designated habitats crossed by the option are broadly similar (arable and improved grassland, hedgerows and scattered trees, ponds, river), to those along the preferred line route and considered to be of similar local ecological value. These habitats have the potential to support a range of protected and locally notable species although overall the arable and improved grassland fields are of low ecological value.
- 3.4.43 Potential effects on ecology of the Noneley North Option, and specifically likely material differences between the option and the Noneley South Option are discussed below.
- 3.4.44 Whilst the Noneley North option passes within 100m of a larger number of ponds than Noneley South Option, there is no greater risk to aquatic habitat and amphibians, if present, than the Noneley South Option.
- 3.4.45 Both options intersect or run alongside hedgerows and hedgerow trees as well as scattered trees in the landscape, some of which have bat roost potential and there is no significant difference between the options in this respect. Both options involve a single crossing of the River Roden.

- 3.4.46 In terms of the proximity to the SSSI, there is generally a preference to avoid such sites and the Noneley North option achieves this.
- 3.4.47 In terms of comparatively appraising the Noneley North option, for the majority of its length, the option crosses broadly similar agricultural habitats as the Noneley South Option. There is negligible difference between the two Options in terms of potential effects on these habitats. Any potential effects on the River Roden and the species it supports (such as fish, otter or water vole) would also be very similar.
- 3.4.48 The Noneley North option passes through more trees than the preferred route including a small woodland copse, although careful line design and appropriate mitigation in construction will avoid leading to any significant impacts.
- 3.4.49 In conclusion, there is little to differentiate the Noneley North option from the Noneley South Option in terms of the potential effects on habitats and species based on information from further survey work carried out in April, May and June 2017.

Historic Environment

- 3.4.50 This assessment assessed potential impacts on heritage assets of the Noneley North option and compared them against the potential effects of the Noneley South Option. This assessment was based on assessing the significance of heritage assets based on observations from site visits in late March and early April 2017.
- 3.4.51 Heritage assets include six designated assets (or asset groups) that have been identified as likely receptors and these include:
- Grafton Farmhouse, Loppington (LB 1366490)
 - Loppington conservation area (including Malt Kiln Farmhouse, Loppington (LB 1056039)
 - Noneley Hall Farmhouse, Loppington (LB 1212917)
 - Ruewood Farmhouse, Loppington (LB 1289496)

- The Ditches Hall, Wem (LB 1264550) and associated sundial (LB 1236569)
- The Former Lodge to Belle (LB 1264545)
- The Shayes Farmhouse, Loppington (LB 1056054)

Significance of the assets and their settings

3.4.52 Six of the heritage assets (or asset groups) under consideration are grade II listed buildings and are considered to be of equal national significance. Any new development within their setting has the potential to impact the setting, which would detract from their national significance. The extent to which development would affect the significance of the assets depends on the relative value of the immediate and wider setting. In terms of immediate setting, most of the assets are associated with other historic farm buildings, and this contributes to the architectural and historical interest of the designated assets under assessment. In some cases, notably The Ditches Hall, some of their associated buildings are also designated and this slightly enhances the value of the immediate setting. In other cases, notably The Shayes, poorly kempt/ dilapidated outbuildings slightly reduce the value of the immediate setting.

3.4.53 In terms of the wider setting, the surrounding historic landscapes contribute to the historic interest of the designated assets, all of which include farmhouses or former farmhouses, and this informs their historic context. This significance is strongest where there is a good visual relationship with the designated asset, such as at Noneley Hall Farmhouse. Generally, the wider setting makes a slightly greater contribution to the significance of Noneley Hall Farmhouse and a slightly lesser contribution to the significance of The Ditches Hall, Grafton Farmhouse and Ruewood (Loppington).

3.4.54 The table below shows that potential effects are considered to range from No Change to the upper end of Minor/ lower end of Moderate.

Table 3.1: Likely Effects Resulting from the Noneley North Option and the Preferred Line Route

Heritage Asset	Noneley North	Noneley South
Grafton Farmhouse LB 1366490	None	Minor (lower)
Noneley Hall Farmhouse LB 1212917	Negligible	Minor (upper)/ Moderate (lower)
Ruewood Farmhouse, Loppington LB 1289496	None	Negligible
The Ditches Hall LB 1264550	Minor (lower)	Negligible
The Former Lodge to Belle (LB 1264545)	Negligible	Negligible
The Shayes Farmhouse LB 1056054	Minor (upper)/ Moderate (lower)	None

3.4.55 The Noneley North option passes just under 1km (at its nearest point) to the south east of Loppington Conservation Area. There is a view to/from the tower of the Grade I Church of St Michaels although the rest of the built heritage is screened/ filtered by trees and hedgerows. Effects on significance of the conservation area are assessed as negligible.

3.4.56 The Shayes has moderately good visual connection with the surrounding landscape notably east across land sloping down to the River Roden. Visual connection to the north and west is moderately good despite the presence of

modern sheds alongside the track to Bentley Farm. The Shayes' setting mainly comprises historic enclosures. It has a moderate sensitivity to change on account of the existence of modern infrastructure. There would be near-distance views to/ from the west and north-west of approximately 500m of the Noneley North option. At its nearest, the line would pass within approximately 180m of The Shayes. The route would intersect a 'glimpsed' view through trees of the tower of the Grade I church of St Michael's at Loppington. The frequency of hedgerows and trees provide screening/ filtering and back-dropping of some views, notably to the north east. The effects of the new 132kV line on the Noneley North Option route would be combined with those of the existing 33kV line, on account of the doubling up of poles and wires. This would mainly occur in views to the north and less so in views to the west and north east, where the existing 33kV line is less visible. Effects on significance of the asset are assessed in the range of the upper end of Minor to possibly the lower end of Moderate.

- 3.4.57 The Noneley North option passes approximately 500m (at its nearest point) to the north of Noneley Hall Farmhouse, the opposite side to its main aspect. The distinctive chimneys of the farmhouse are visible above the converted farm buildings which lie on its north side. Effects on significance of the asset are assessed as negligible.
- 3.4.58 The Ditches Hall would have middle-distance and distant views looking down to the south and south west on the Noneley North option at distances of c.600m to well over 1km. Effects on significance of the asset are assessed as being at the lower end of minor.
- 3.4.59 The Former Lodge to Belle would have middle-distance views looking down to the south on the Noneley North option at distances of c.600 to 850m. Effects on significance of the asset are assessed as negligible.
- 3.4.60 In comparing the Noneley North option to the Noneley South Option, the southerly route is predicted to generate effects on Grafton Farmhouse, Noneley Hall Farmhouse, Ruewood Farmhouse (Loppington), The Ditches

Hall and The former Lodge to Belle, albeit that only those effects on Grafton Farmhouse and Noneley Hall Farmhouse are considered to be greater than negligible. Grafton Farmhouse has poor visual connection to the surrounding landscape. Its setting mainly comprises large post-War fields and has moderate sensitivity to change on account of the general absence of modern infrastructure. There would be middle-distance views to/ from south east of the Noneley South Option. Effects on significance of the asset are assessed at the lower ends of Minor.

- 3.4.61 In relation to Noneley Hall Farmhouse, there is a good visual connection to the surrounding landscape, notably south across land sloping down to the Sleaf Brook. Its setting mainly comprises large post-War fields and has moderately high sensitivity to change on account of the general absence of modern infrastructure and general absence of trees to provide screening/ filtering. There would be middle-distance views to/ from the south west, south and south east of approximately 1.5 km of the preferred line route within the building's setting. There would be very little screening/ filtering by intervening vegetation and the line would be sky-lined to the southwest. Effects on significance of the asset are assessed as being in the range of the upper end of Minor to the lower end of Moderate.
- 3.4.62 In summary, the highest assessed effects (Minor, upper/ Moderate, lower) are for the designated assets at Noneley Hall Farmhouse in the Noneley South option and The Shayes in the Noneley North option. Effects at the lower end of 'Minor' are assessed for Grafton Farmhouse in the Noneley South option and for The Ditches Hall in the Noneley North option. The remaining effects on receptors are assessed as either 'Negligible' or 'None'.
- 3.4.63 In addition to the designated heritage assets discussed above, there are a small number of non-designated assets, which are located in close proximity to the route options. All of these assets are farms or former farms dating to at least the early 19th century, which have been identified by the Historic

Farmlands Characterisation Project. There are likely to be effects on these non-designated assets where the Noneley North Option potentially affects 3 non-designated assets and the Noneley South Option potentially effects 4 non-designated assets.

- 3.4.64 Potential effects on non-designated assets should be factored into the final assessment, but less weight should be placed on these effects compared to effects on designated assets.
- 3.4.65 Both the Noneley North option and the Noneley South Option are considered to perform equally well in terms of effects on designated assets. There is also little to differentiate them in terms of potential effects on non-designated assets.
- 3.4.66 In conclusion there is no option preference in response to likely effects on the historic environment, since the two options are considered to perform equally well.

Summary of environmental work for the Noneley North Option

- 3.4.67 In terms of landscape and visual impacts on the Noneley North option, both landscape and visual impacts on this option would be of overall minor effect with moderate effects likely at specific and localised locations. This slightly contrasts with the Noneley South Option where although effects would be of a similar nature, both landscape and visual effects would be spread over a wider area across an existing open landscape. SP Manweb considers such a wider impact of the southern option to be slightly less preferable than the isolated impact likely on the northerly option. SP Manweb therefore considers the Noneley North Option to be on balance slightly preferable in terms of the landscape and visual assessment work carried out
- 3.4.68 In terms of ecological impacts, whilst the Noneley North option passes within 100m of more ponds than Noneley South, following the completion of surveys, there is no greater risk to aquatic habitat and amphibians than the preferred line route in Noneley South. The Noneley North option also passes through

more trees than the preferred route including a small woodland copse, although careful line design and appropriate mitigation in construction would avoid any significant effects on tree loss. There is therefore little to differentiate the Noneley North option with the preferred line route (the Noneley South Option) in terms of the potential effects on habitats and species based on currently available information to the end of June 2017.

- 3.4.69 In terms of heritage impacts, both the Noneley North option and preferred line route are considered to perform equally well in terms of the likely effects on designated assets. There is also little to differentiate them in terms of potential effects on non-designated assets. In conclusion, there is no preference for either route in terms of limiting impacts on the historic environment, since both routes perform equally well.
- 3.4.70 Having considered in further detail the likely landscape and visual, ecological and historic impacts arising from the proposed development, there is only a slight difference between the two route options. This is in terms of landscape and visual effects where these are in the case of the Noneley North Option, more localised and limited to a particular part of the landscape and the few receptors within that landscape. By comparison, whilst being very similar in overall levels of landscape and visual effects, the sections where there are significant effects for the Noneley South Option arise over a slightly wider area in a flatter and less treed landscape which is viewed by more receptors whose main aspect is of this open landscape. SP Manweb considers the Noneley North Option would have slightly less adverse environmental effects and so is marginally preferred over the Noneley South Option.
- 3.4.71 In addition to the outcome of the further environmental work, SP Manweb has also considered landowner and stakeholder feedback in relation to the Noneley options and this is referred to in the following sections.

Landowner Discussions

-
- 3.4.72 SP Manweb started discussing a Noneley North option with landowners in early 2017 as it became more aware of the level of feedback from local residents in the Noneley area against the Noneley South Option. SP Manweb was aware that the same number of landowners owned land directly affected by both the Noneley North Option and the Noneley South Option. SP Manweb sent all landowners a letter with a plan showing these routes in March 2017.
- 3.4.73 Following this letter and the issue of Project Update 3 in May 2017, in subsequently discussing the route options with landowners, SP Manweb was made aware that approximately 60% of landowners expressed a preference for the southern option, 30% for the northern option, and the remainder have no preference for (or objection to) either of the options. This feedback has been in the context of ongoing landowner discussions with SP Manweb's land agents appointed on this project rather than through recorded feedback received in response to Project Update 3.
- 3.4.74 Landowner concerns have related mostly to visual impacts as well as to how a new overhead line would impact on the running of their farming operations.
- 3.4.75 SP Manweb met with landowners affected by either route in May and June 2017, and having listened to their views, as well as those expressed by local residents in the Noneley area, and as referred to above, it was these discussions that led SP Manweb to identifying the further changes to the Noneley North Option and to the Noneley South Option as shown in Figure 3.6..
- 3.4.76 Discussions with the affected landowners are still ongoing as SP Manweb sees working with landowners in securing a design that they find acceptable and for which agreement can be secured is an important aspect of delivering the project.
- 3.4.77 A local land agent acting on behalf of a number of landowners affected by the Noneley North Option advised of their objections due to the impact on farming on agricultural property that is already "burdened" by the existing 33kV

overhead line. SP Manweb's view is that the nature of the field pattern and boundaries in this area enable poles to be positioned close to the boundary.. It acknowledges that the placing of stays is likely to create an impact although due to the limited land take and type of land affected, such impacts are seen as not being significant

Feedback comments

- 3.4.78 From the feedback received on this section of the line route and as summarised above in Chapter 2, there is clearly concern from a majority of people living in the Noneley and Commonwood area.
- 3.4.79 Reference back to Chapter 2 shows that the concerns relating to the preferred line route include:
- impact on heritage assets, including the setting of the asset
 - impact on the landscape to the south of Noneley, which has greater historic interest
 - ecological impact, including proximity to the SSSI site nearby at Rue Pastures.
 - visual impacts when viewed southwards from properties in Noneley.
 - The southerly option is close to a busy airfield
 - The Noneley North option would have less impact being within a more contained landscape and affecting fewer properties.
- 3.4.80 SP Manweb considers some of these concerns lend support to the outcome of SP Manweb's own further environmental work in terms of there being slightly greater landscape impacts experienced by more people for the Noneley South Option than there would be for the Noneley North Option.
- 3.4.81 With reference to the concern in relation to the safety of operations at Sleaf Airfield, SP Manweb has considered this issue, but takes the view that as the proposed wood pole structures would be at very similar heights to existing trees, there would be no impact on the safety of the airfield.

3.4.82 SP Manweb has noted the concerns raised against the Noneley North option, such as the following:

- visual impacts where it would run parallel to the existing 33kV overhead line from Bentley Farm.
- ecological impacts where the line route clips the end of a reservoir to the north east of The Shaves used by swans and geese.
- ignores concerns from residents elsewhere and favours residents affected by the Noneley South route who are being listened to more than those to the north.

3.4.83 In response, SP Manweb's view is that the visual impacts in close proximity to the existing overhead line are reduced due to the mature nature of the general tree and hedgerow cover in this area which provides separation between views onto the existing and proposed overhead line, and that the alternative would be to otherwise introduce a new line in an area which is sparse and open without any existing infrastructure.

3.4.84 In terms of the ecological impacts, SP Manweb's recent survey work has not identified bird flight paths being adversely affected.

3.4.85 With regard to the point about some residents being listened to more than others, SP Manweb has held meetings with local people and landowners from both areas affected by either line route option and does not see it has supported the arguments of one unfairly over the other.

3.4.86 SP Manweb has also considered the feedback regarding laying a short section of the new overhead line along the north option underground from where it crosses Bentley Lane to past the reservoir to the east to address concerns expressed by local residents. The outcome of this is that given the sensitivity of the existing landscape and the nature of the design of the proposed overhead line, it considers the likely landscape and visual impacts are not at a level of significance which justifies this type of mitigation in this location, taking into account relevant national planning policy (NPS-EN5). In

addition, including a section of underground cable for the new 132kV circuit introduces technical concerns for SP Manweb in terms of how it manages and maintains the new circuit. A fault in a 132kV cable section would take longer to identify and locate and then repair leaving customers off supply for longer. It would also increase project costs by a ratio of about 3 times that of the overhead line for this section.

Feedback from Shropshire Council

- 3.4.87 SP Manweb has noted Shropshire Council's comments in response to Project Update 3, as summarised above in Chapter 2. In particular, it has noted the Council's comments on the potential impact on listed and non-designated buildings in Noneley which benefit from a southerly principal elevation to the south that is fairly open in character compared to those on the northerly route which benefit from more tree and hedgerow cover, and enables a greater potential to mitigate the visual impacts of the new line. There is therefore a slight preference from the Council for the Noneley North Option from a heritage and visual impact perspective.

Summary

- 3.4.88 Based on the outcome of SP Manweb's environmental work, which show there to be a slight preference for the Noneley North Option, SP Manweb considers this outcome is also supported by some of the landowner and local feedback, as well as by feedback from Shropshire Council. SP Manweb therefore considers it reasonable to proceed on the basis of the Noneley North Option and amend the Preferred Line Route accordingly.

3.5 OVERALL SUMMARY

- 3.5.1 This chapter has considered the further environmental assessment work that has been undertaken since the publication of the Project Update 3 which set

out the three line route options referred to as the Woodhouse Option, the Lower Hordley Option and the Noneley North Option. The further environmental work has included gathering additional survey information to assess the potential landscape and visual, ecology and heritage impacts of each of the options.

- 3.5.2 The approach has been to identify likely significant and non-significant effects of the proposed overhead line on the landscape and visual amenity and on ecological and heritage receptors in the area. This work has identified where significant and non-significant effects might arise. Using this information, SP Manweb has been able to consider the merits of the respective line route options. This has included a comparison of the various options in each case.
- 3.5.3 The outcome of this environmental assessment work is that there would be the same, or fewer likely significant effects than the preferred line route for all three options, except for the landscape effects on the privately managed Woodhouse Estate during the construction phase, which would only be significant in the short term, and not in the long term. Given that these options have come forward following comments from landowners and local people, and generally have their support, SP Manweb considers it appropriate to accept the options. SP Manweb has also continued to work with landowners to see where it can further improve the line design to reduce outstanding impacts. The changes to the preferred line route made as a result of accepting the three options have therefore been included in an amended Preferred Line Route Corridor, which is shown as the Preferred Line Route Corridor in **Figure 3.9: The Amended Preferred Line Route (September 2017).**

CHAPTER 4: THE DETAILED LINE ROUTE DESIGN AND ASSOCIATED CONSTRUCTION WORKS

4.1 BACKGROUND

- 4.1.1 Having taken a view on the three options, and identified the amended Preferred Line Route Corridor, SP Manweb has proposed the design of the alignment of the new 132kV overhead line including the pole positions and construction areas where an angle pole is installed and the line changes direction. It has progressed this work with the design of the temporary construction components such as construction accesses and line diversions, where existing overhead lines that cross the new line route might need to be diverted to achieve required clearances between the two. SP Manweb refers to this more complete design as Design Freeze 4.
- 4.1.2 Following the design work on the alignment of the overhead line along with the temporary construction requirements, SP Manweb has identified a construction corridor of 25m in which to keep the overhead line installed and work alongside the line alignment during the construction phase. This construction limit widens at angle pole positions to allow for equipment to pull the conductors up and through the pole structures.

4.2 DESIGN FREEZE 4

- 4.2.1 The latest detailed design showing the amended Preferred Line Route along with the associated components is shown in **Figures 4.1 to 4.6: Design Freeze 4** which shows the proposed design as described below.

Oswestry to Babbinswood

- 4.2.2 **Figure 4.1: Design Freeze 4 - Oswestry to Babbinswood** shows the proposed route for the 132kV underground cable that would run from Oswestry Substation to the start of the new 132kV overhead line at Round

Wood. The cable route in Figure 4.1 is shown as a 10m wide corridor which is sufficient to accommodate the working area to excavate the required approximately 1m wide and 1m deep trench to install the cable. The proposed overhead line starts with a terminal pole at Pole 1 which is to the south of Round Wood and accessed via an existing track off the A5, where a laydown area is also shown. The working area extends westwards of Pole 1 in order to provide an area for positioning winching equipment to pull the conductors onto the wood poles for this first straight section i.e. poles 1 to 8. There is then one short section (poles 8-11) and then a longer straight section (poles 11-21) which crosses the railway line just to the east of the Oil Depot at Babbinswood.

- 4.2.3 Figure 4.1 also shows the required construction accesses from Middleton Road to the south via Top House Farm to poles 2 and 5, and then subsequent accesses further along which lead directly to poles 11, 13-17, and 21-22, and therefore allow access to the intervening poles. Sections of undergrounding (of existing lower voltage overhead line crossings) are also illustrated
- 4.2.4 This first section includes placing a short span of an existing 11kV overhead line underground and so Figure 4.1 also shows the section of the line to be removed and the proposed route for the 11kV underground cable that has been agreed with the landowner.

Babbinswood to Rednal Mill

- 4.2.5 **Figure 4.2: Design Freeze 4 - Babbinswood to Rednal Mill** (poles 21- 49) shows the proposed overhead line traversing a relatively open flat area east of Babbinswood along fairly straight sections with shallow angles. The main construction accesses are via Perrymoor Farm and an area which is proposed to be used temporarily (approximately 4 weeks) for storing materials used in constructing the overhead line to the north. This figure shows the proposed new line crossing the Montgomery Canal just to the north of Green Wood. The section to the east of the canal crosses the Woodhouse Estate which is the single largest landholding crossed by the proposed overhead line. The

main construction access west of the canal is via existing tracks through the Woodhouse Estate.

Rednal Mill to Lower Hordley

- 4.2.6 **Figure 4.3: Design Freeze 4 - Rednal Mill to Lower Hordley** (poles 49 to 81) shows the proposed development where it passes the group of properties at Rednal Mill and crosses the River Perry. There are three short sections at the start of this part of the route followed by a relatively straight section from poles 54 – 64 where the proposed overhead line crosses back over the R Perry and follows a line only slightly running north eastwards towards the northern side of Lower Hordley. There are then three medium length sections to pole 81.

Lower Hordley to Stanwardine (A528)

- 4.2.7 The first half of this section (poles 81 – 97) as shown in **Figure 4.4: Design Freeze 4 Lower Hordley to Stanwardine** follows a relatively straight path in a south easterly direction crossing an area which, by comparison elsewhere along the route, is slightly more undulated. The construction accesses along this section are via Top House Farm, where there is a temporary construction laydown area, and Kenwick Lodge. Construction access is also proposed from Stanwardine Grange, where there is a temporary construction laydown area, and Stanwardine Hall. The line route starts to straighten just to the west of Stanwardine Hall where it runs towards the A528 (poles 97 – 105).

Stanwardine (A528) to Wackley Brook

- 4.2.8 **Figure 4.5: Design Freeze 4 – Stanwardine to Wackley Brook** shows this section (poles 106 to 135) comprises four medium length sections with angle poles every 6 or 7 poles. This is to avoid properties, large arable fields and ponds in the area. Construction accesses are quite short in this section given the line is closer to public roads.

- 4.2.9 There is a short section where the existing 11kV overhead line is proposed to be undergrounded immediately beneath the 132kV overhead line.

Wackley Brook to Wem Substation

- 4.2.10 **Figure 4.6: Design Freeze 4 – Wackley Brook to Wem Substation** shows the final section (poles 136 to 176) of the line route in four sections from Wackley Lodge to Bentley Farm, Bentley Farm to Salters Lane, Salters Lane to River Roden and from the River Roden into Wem Substation.

CHAPTER 5: CONCLUSIONS AND NEXT STEPS

5.1 CONCLUSIONS

- 5.1.1 From comments that arose in earlier consultation stages, SP Manweb was aware that there remained some concerns about certain sections of the route of the proposed 132kV overhead line. In response, SP Manweb considered it appropriate to carry out more consultation on these options (i.e., the Woodhouse Option; to the north of the Woodhouse Estate; the Lower Hordley Option, to the north of Lower Hordley; and the Noneley North Option, to the north of Noneley) and presented these in Project Update 3. This led to SP Manweb receiving emails and written enquiries through its project enquiry lines. Where requested, SP Manweb has met with local people and landowners to discuss any concerns face to face.
- 5.1.2 SP Manweb has continued to engage with landowners and listen to their concerns about the proposed 132kV overhead line might be better placed.
- 5.1.3 SP Manweb considered it useful to extend the environmental survey data that it had started to obtain for the project in spring 2017 to include these three options. This data provided SP Manweb with information to further assess the likely significant environmental effects. This included landscape and visual impacts along with likely impacts on the historic assets and ecological receptors such as habitats and protected species.
- 5.1.4 The outcome of these assessments, as shown in Chapter 3, concluded that there would be the same, or fewer likely significant effects than the preferred line route for all three options, except for the landscape effects on the privately managed Woodhouse Estate during the construction phase, which would only be significant in the short term, and not in the long term. Whilst the outcome was only marginal in the Noneley options, a preference still emerged.
- 5.1.5 In addition SP Manweb also had regard to landowner discussions. From these discussions it was clear that the outcome of the Woodhouse and Lower Hordley assessments were supported by landowners affected, and in the

case of the Noneley options, whilst not being overwhelmingly supported, there was some support expressed.

- 5.1.6 Lastly, SP Manweb has considered the feedback received for each option and having considered these comments, sees that they either support the outcome of its own environmental work or would not give rise to the concerns raised.
- 5.1.7 In summary, the additional work outlined in Chapter 3 shows overall support for SP Manweb accepting each of the three options. SP Manweb has therefore included these in an amended Preferred Line Route.
- 5.1.8 In parallel to further assessing the route options, SP Manweb had started further detailed design work on the associated construction requirements for the proposed overhead line. Having identified an amended Preferred Line Route for the remaining options, this enabled SP Manweb to also then progress the construction requirements for these sections as well which are shown in Figures 4.1 to 4.6.

5.2 NEXT STEPS

- 5.2.1 The next step is for SP Manweb to commence the statutory consultation stage. This will be carried out in accordance with the requirements of the Planning Act 2008 (the relevant legislation for determining this type of project i.e. a nationally significant infrastructure project which requires a Development Consent Order). Consultation will also be carried out in accordance with relevant Regulations, Guidance and Advice. This consultation is anticipated to be the final development-wide consultation before SP Manweb makes an application for a Development Consent Order to the Secretary of State (via the Planning Inspectorate). This consultation will seek comments from a range of statutory bodies and groups along with local people living in the vicinity of the proposed scheme. The consultation will include documents and plans to help local people living nearby to

understand if they consider it is likely to have any effects for them. It will give local people an opportunity to provide further feedback on the proposed development and to influence it.

5.2.2 The aim of the statutory consultation is to present and seek feedback on the proposed development as outlined in Chapter 4 above.

5.2.3 As explained above, the permanent installation of the new 132kV circuit (the underground cable and overhead line) and temporary construction works related to these works will be presented within a 25m construction and operation corridor. In addition, a series of temporary construction accesses along existing farm field accesses leading into this corridor will be shown, as will the temporary laydown areas for storing materials used in the construction of the proposed development.

5.2.4 For consultation purposes, the draft construction and operation corridor is set within a slightly wider 40m proposed Project Boundary. This is to ensure there is additional land included in the consultation to accommodate possible amendments that might be made by SP Manweb where it considers feedback received during the statutory consultation phase warrants changing the proposals.

5.2.5 Feedback will be sought on:

- the proposed development comprising the alignment of the proposed 132kV cable and overhead line route and initial pole positions and temporary working areas within a 25m wide construction corridor;
- the likely environmental effects of the proposed development;
- the project's associated construction works;
- SP Manweb's approach to consultation; and
- any other aspects of the project that consultees suggest SP Manweb should consider.

5.2.6 SP Manweb will consult with people living near to the proposals, who may be affected by the development. This is an important part of the DCO planning

process. The consultation area takes into account local communities – people with homes and businesses in the consultation zone and those outside who have previously commented on the proposals.

- 5.2.7 SP Manweb will consult using a variety of methods to help explain its proposals and encourage people to provide their comments. These will help people to understand SP Manweb's proposed development and provide their comments to the consultation. They will be easy to follow and, where appropriate, make strong use of images and graphics. They will include a copy of this report.
- 5.2.8 SP Manweb has a statutory duty to take account of relevant responses to consultation and publicity in formulating its application for an Order granting development consent for its proposed development. Each piece of feedback received will be reviewed and consideration will be given to where further changes to the final project design should be made. Where SP Manweb considers changes are not appropriate or possible, it will provide an explanation why this is the case.
- 5.2.9 The feedback and SP Manweb's responses will be set out in a Consultation Report that has to be submitted with any future application for an Order granting development consent.



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

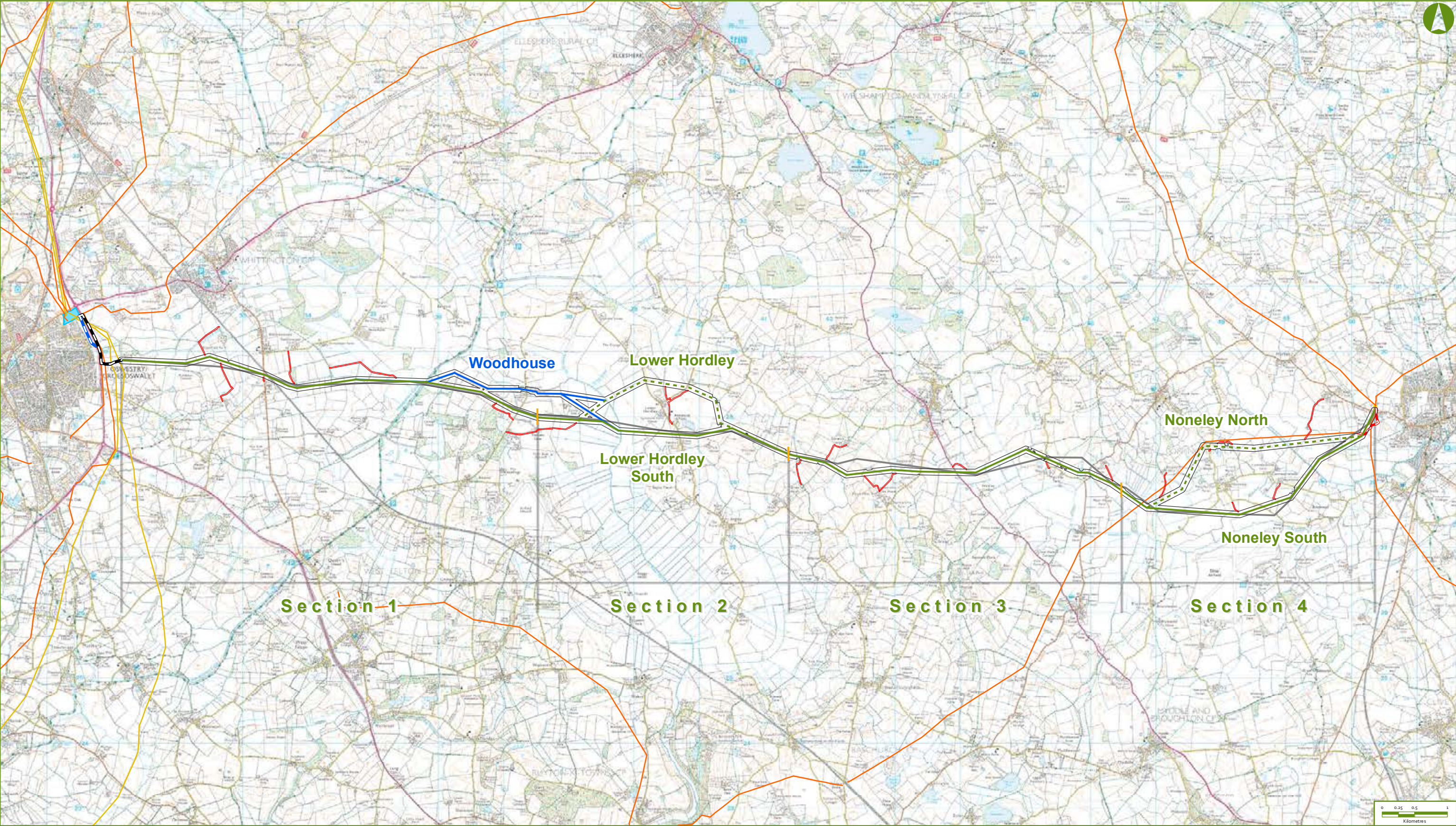
Updated Line Route Report 2: Figures

November 2017

G		PROJECT TITLE	DOCUMENT TITLE		
		North Shropshire	Updated Line Route Report 2: Figures		
REV	DATE	DETAIL	AUTHOR	CHECKED BY	APPROVED BY
OO	14.11.17	First Issue	SE	KL	SG

Figure	Description
Figures for Chapter 1: Introduction	
Figure 1.1	Preferred Route in Project Update 3
Figure 1.2	Route Options in Project Update 3
Figure 1.3	Route Options and Environmental Constraints
Figures for Chapter 2: Summary of Feedback Following May 2017	
Figure 2.1	Feedback Received
Figures for Chapter 3: Outcome of Further Environmental Assessment Work and Landowner Discussions and SPM's Response to Feedback	
Figure 3.1	Amended Woodhouse Route Option
Figure 3.2a	Visual Assessments Rednal (VP 11)
Figure 3.2b	Visual Assessments Rednal (VP 11)
Figure 3.3	Ecology Assessment Woodhouse
Figure 3.4	Visual Assessments Lower Hordley (VP 12)

Figure 3.5	Ecology Assessment Lower Hordley
Figure 3.6	Amended Noneley Option
Figure 3.7a	Visual Assessments Noneley North (VP 76)
Figure 3.7b	Visual Assessments Noneley South (VP 32A)
Figure 3.8	Ecology Assessment Noneley
Figure 3.9	The Amended Preferred Line Route September 2017
Figures for Chapter 4: The Detailed Line Route Design and Associated Construction Works	
Figure 4.1	Design Freeze 4 – Oswestry to Babbinswood
Figure 4.2	Design Freeze 4 - Babbinswood to Rednal Mill
Figure 4.3	Design Freeze 4 - Rednal Mill to Lower Hordley
Figure 4.4	Design Freeze 4 Lower Hordley to Stanwardine
Figure 4.5	Design Freeze 4 – Stanwardine to Wackley Brook
Figure 4.6	Design Freeze 4 – Wackley Brook to Wem Substation



KEY

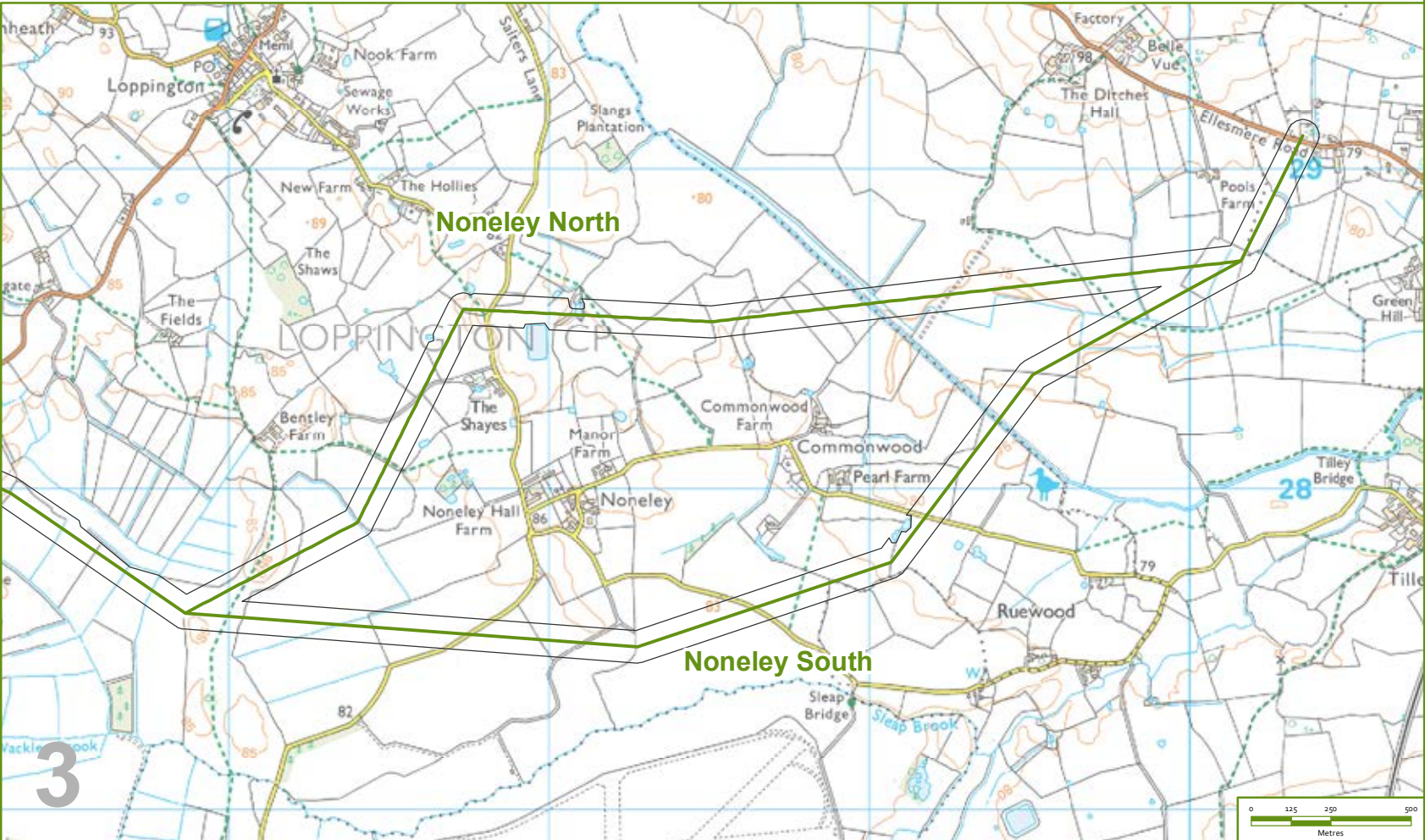
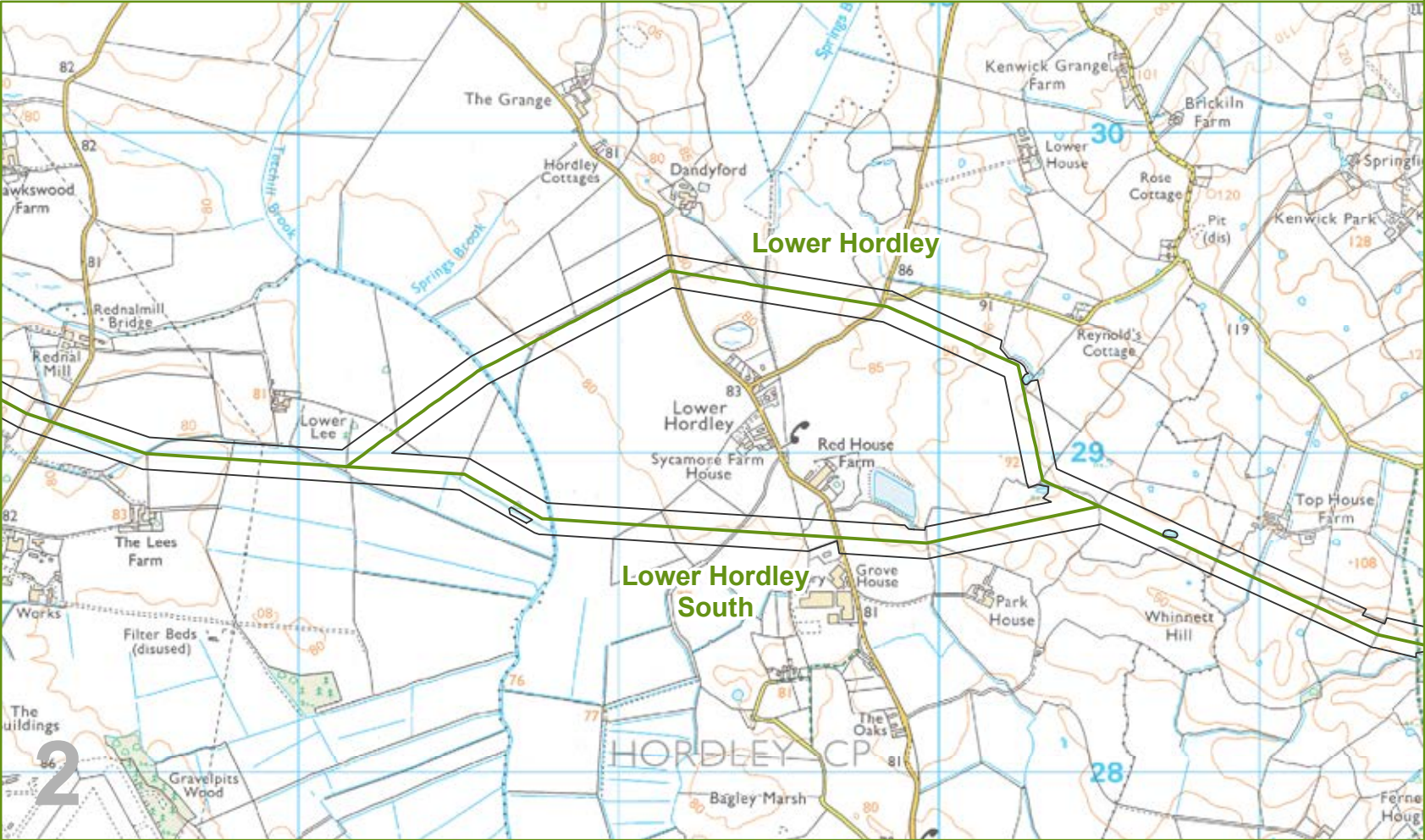
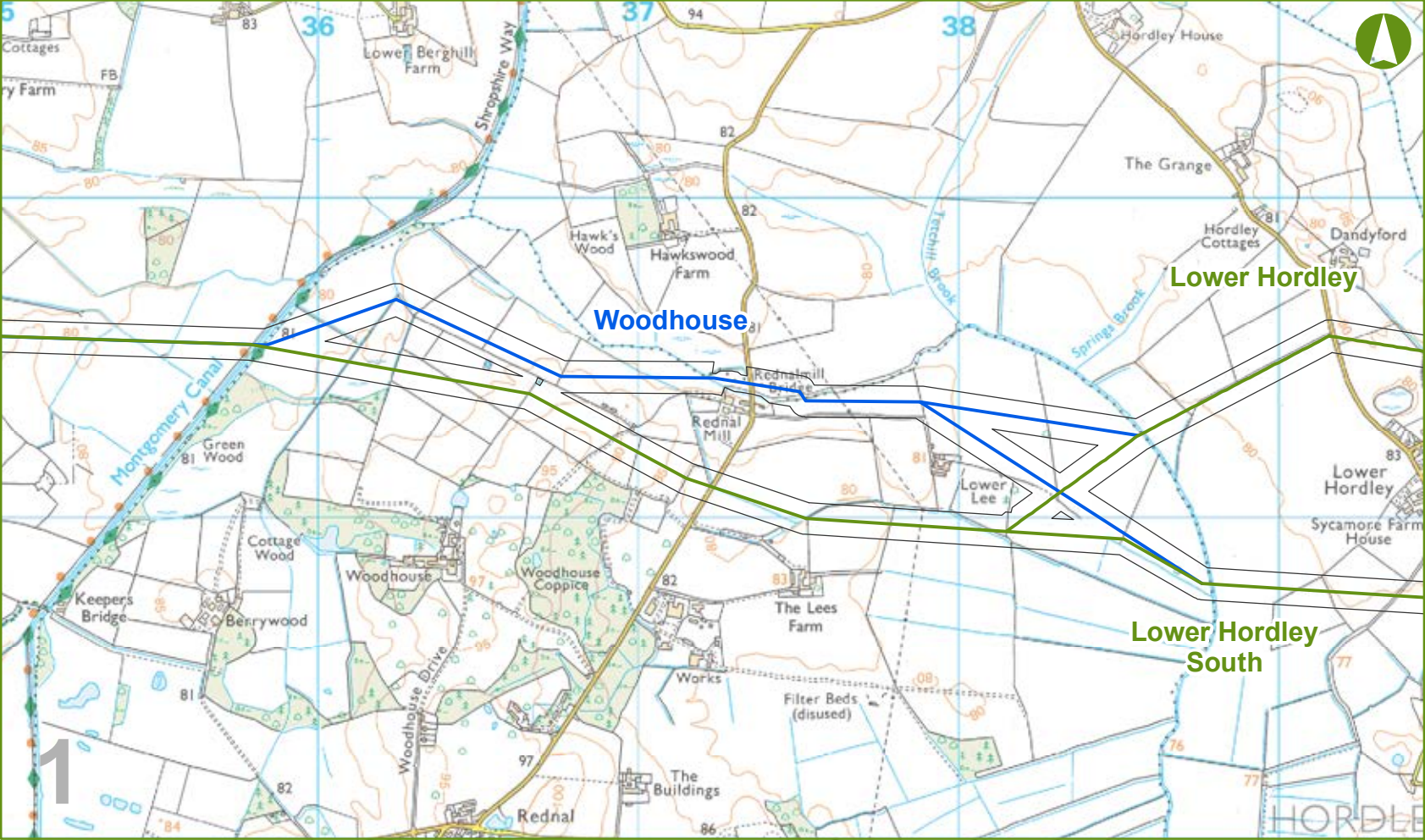
- | | | | |
|----------------------------|---|---------------------|--------------------------------------|
| Proposed Route | Underground Route | Section Separators | Undergrounding of existing 33 kV OHL |
| Route Option | Underground Route Option | Oswestry Substation | Potential Access Routes |
| Previously Proposed Routes | 100m Corridor (excluding woodland, gardens, ponds etc.) | Wem Substation | |
| New Route Option | | SPEN 33 kV OHL | |
| | | SPEN 132 kV OHL | |

Background Mapping information has been reproduced from the Ordnance Survey map by permission of Ordnance Survey on behalf of The controller of Her Majesty's Stationery Office. Crown copyright and database rights 2017. Ordnance Survey 0100031673. Contains OS data © Crown copyright and database right 2017.

Document Path: R:\P10787-00 001 NSRP Dec 2016\Figures\GIS\Layouts\Updated Line Route Report - SeptOct 17\P10787_ULRR_Figure_1.1.mxd



0	02/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chkd	App'd
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT					
Chapter: CHAPTER 1: INTRODUCTION					
Document Title: FIGURE 1.1 PREFERRED ROUTE IN PROJECT UPDATE 3					
Drawn: KC	Checked: KL	Approved: SE	Date: 02/11/2017	Sheet: 1 OF 1	Rev: 0
Document Type: FIGURE		Scale: 1:55,000		Sheet Size: A3 (420 mm x 297 mm)	



KEY

- Proposed Route
- New Route Option
- 100m Corridor (excluding woodland, gardens, ponds etc.)

Background Mapping information has been reproduced from the Ordnance Survey map by permission of Ordnance Survey on behalf of The controller of Her Majesty's Stationery Office. Crown copyright and database rights 2017. Ordnance Survey 0100031673. Contains OS data © Crown copyright and database right 2017.

0	02/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chkd	App'd

GILLESPIES

SP ENERGY NETWORKS

Scheme Name:
NORTH SHROPSHIRE REINFORCEMENT PROJECT

Chapter:
CHAPTER 1: INTRODUCTION

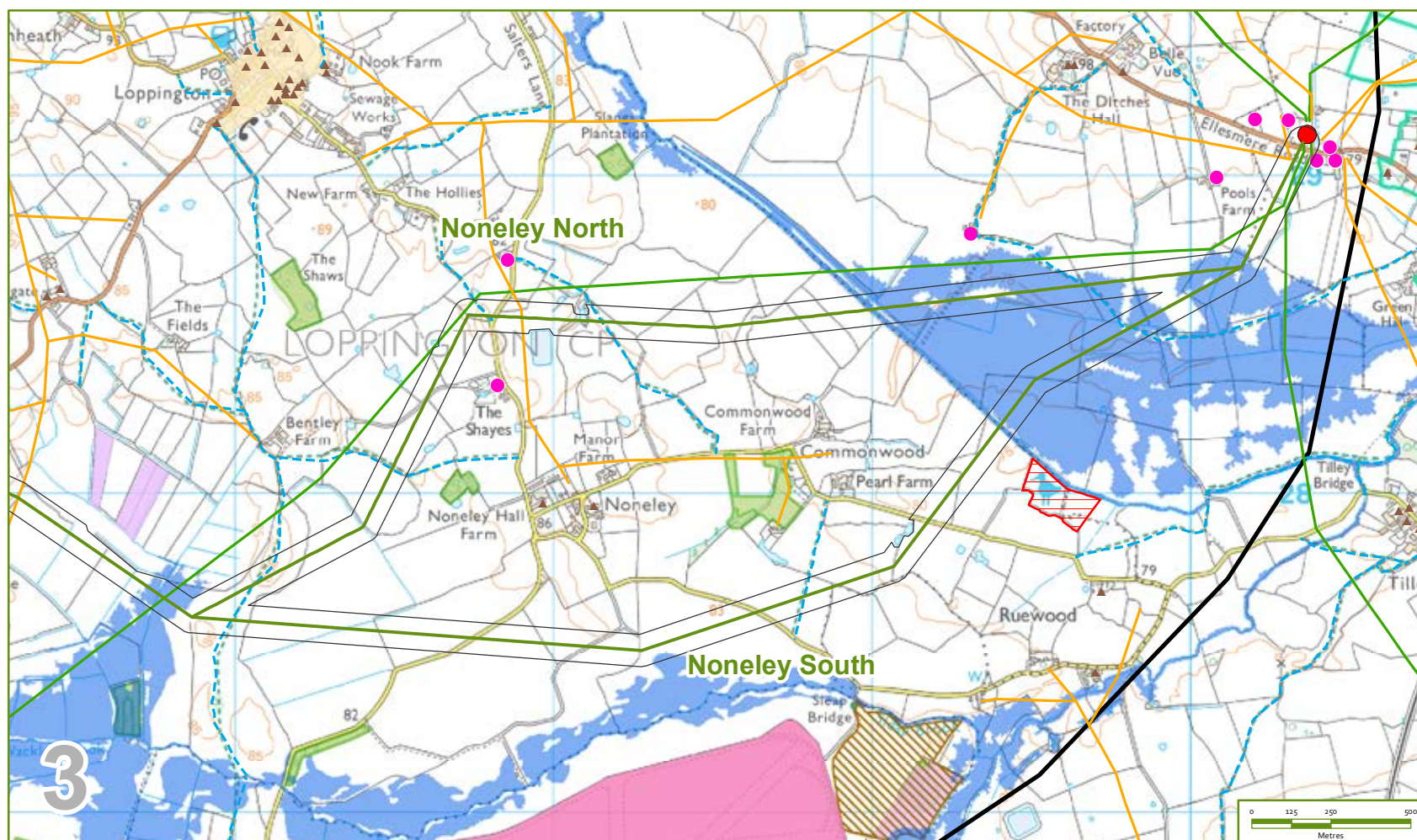
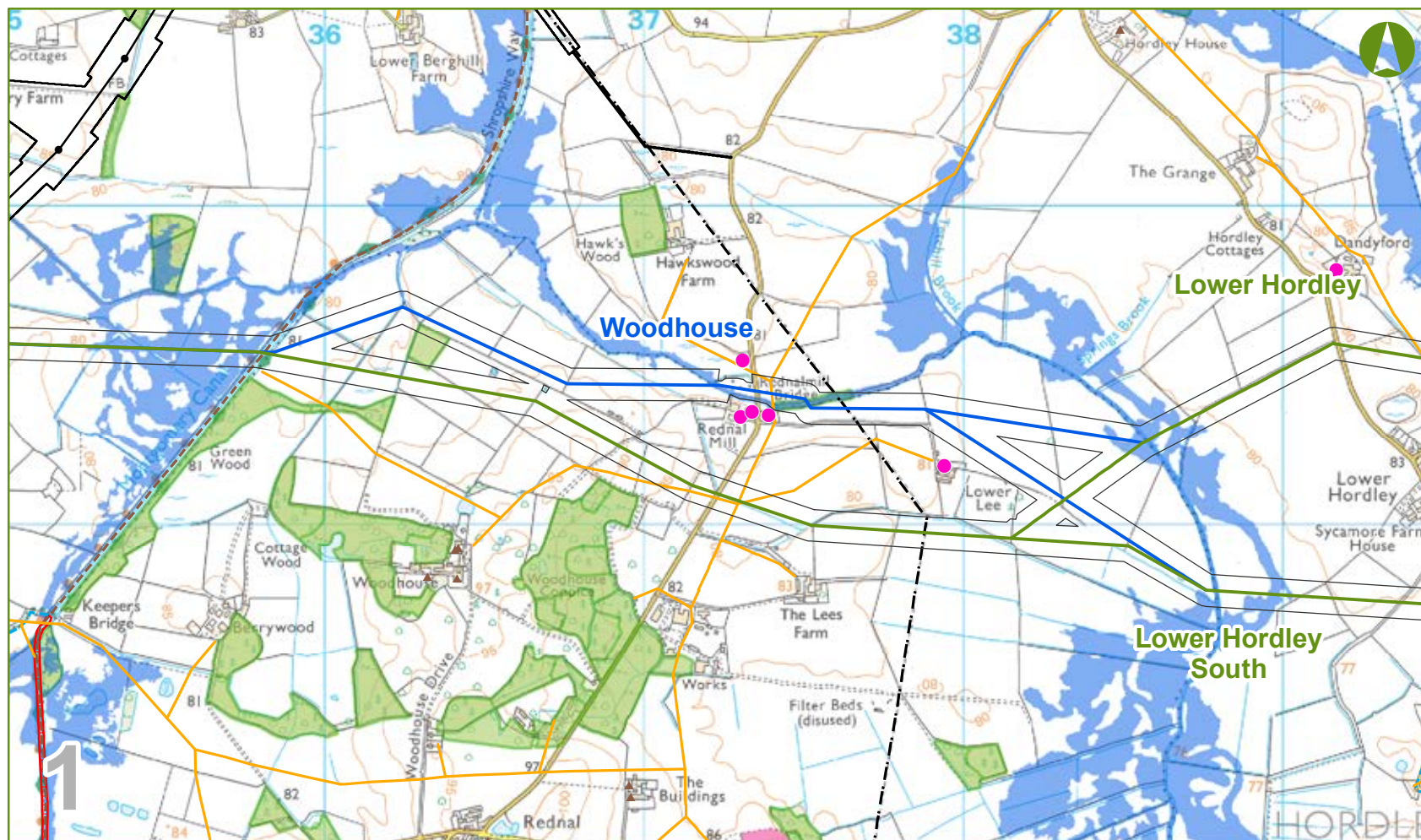
Document Title:
FIGURE 1.2 ROUTE OPTIONS
IN PROJECT UPDATE 3

Drawn: KC	Checked: KL	Approved: SE	Date: 02/11/2017	Sheet: 1 OF 1	Rev: 0
--------------	----------------	-----------------	---------------------	------------------	-----------























Document Type:
FIGURE

Scale:
1:20,000












Sheet Size:
A3 (420 mm x 297 mm)



- KEY**



 -  Proposed Route
 -  New Route Option
 -  100m Corridor (excluding woodland, gardens, ponds etc.)
 -  National Grid Proposed
 -  Mid-Wales Connection (On Hold)
 -  National Grid 400 kV OHL
 -  SPEN 11 kV OHL
 -  SPEN 33 kV OHL
 -  SPEN 132 kV OHL
 -  SPEN Former OHL
 -  Approximate Location of Existing Wind Turbines
 -  Ramsar
 -  Site of Specific Scientific Interest (SSSI)
 -  Special Area of Conservation (SAC)
 -  National Nature Reserve (NNR)
 -  Local Nature Reserve
 -  Registered Common Land
 -  Shropshire Council Wildlife Sites
 -  Woodland (inc. Ancient & Semi-Natural)
 -  Listed Building (Grade I, II and II*)
 -  Registered Parks and Garden
 -  Shropshire North Conservation Area

Shropshire Council Local Plan

 -  Development boundary
 -  Employment
 -  Existing site (Former Quarry)
 -  Protected employment site
 -  Airfield
 -  Canal Towpath
 -  National Cycleway
 -  Public Rights of Way
 -  Landfill Site (Authorised & Historic)
 -  Flood Risk Zone 3 - Hight Probability
 -  Residential Properties within 200m Study Area

Background Mapping information has been reproduced from the Ordnance Survey map by permission of Ordnance Survey on behalf of The controller of Her Majesty's Stationery Office. Crown copyright and database rights 2017. Ordnance Survey 0100031673. Contains OS data © Crown copyright and database right 2017.

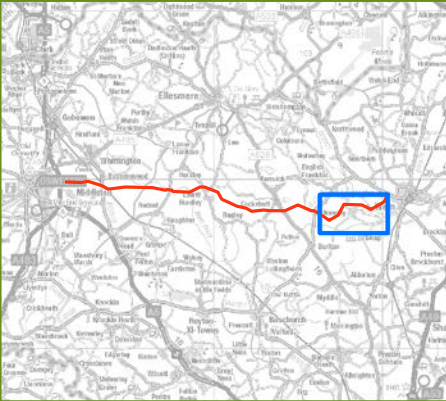



o	02/11/2017	UPDATED LINE ROUTE REPORT 2		KC	KL	SE
Rev	Date	Description		Made	Chkd	App'd
 						
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT						
Chapter: CHAPTER 1: INTRODUCTION						
Document Title: FIGURE 1.3 ROUTE OPTIONS AND ENVIRONMENTAL CONSTRAINTS						
Drawn: KC	Checked: KL	Approved: SE	Date: 02/11/2017	Sheet: 1 OF 1	Rev: o	
Document Type: FIGURE		Scale: 1:20,000	Sheet Size: A3 (420 mm x 297 mm)			

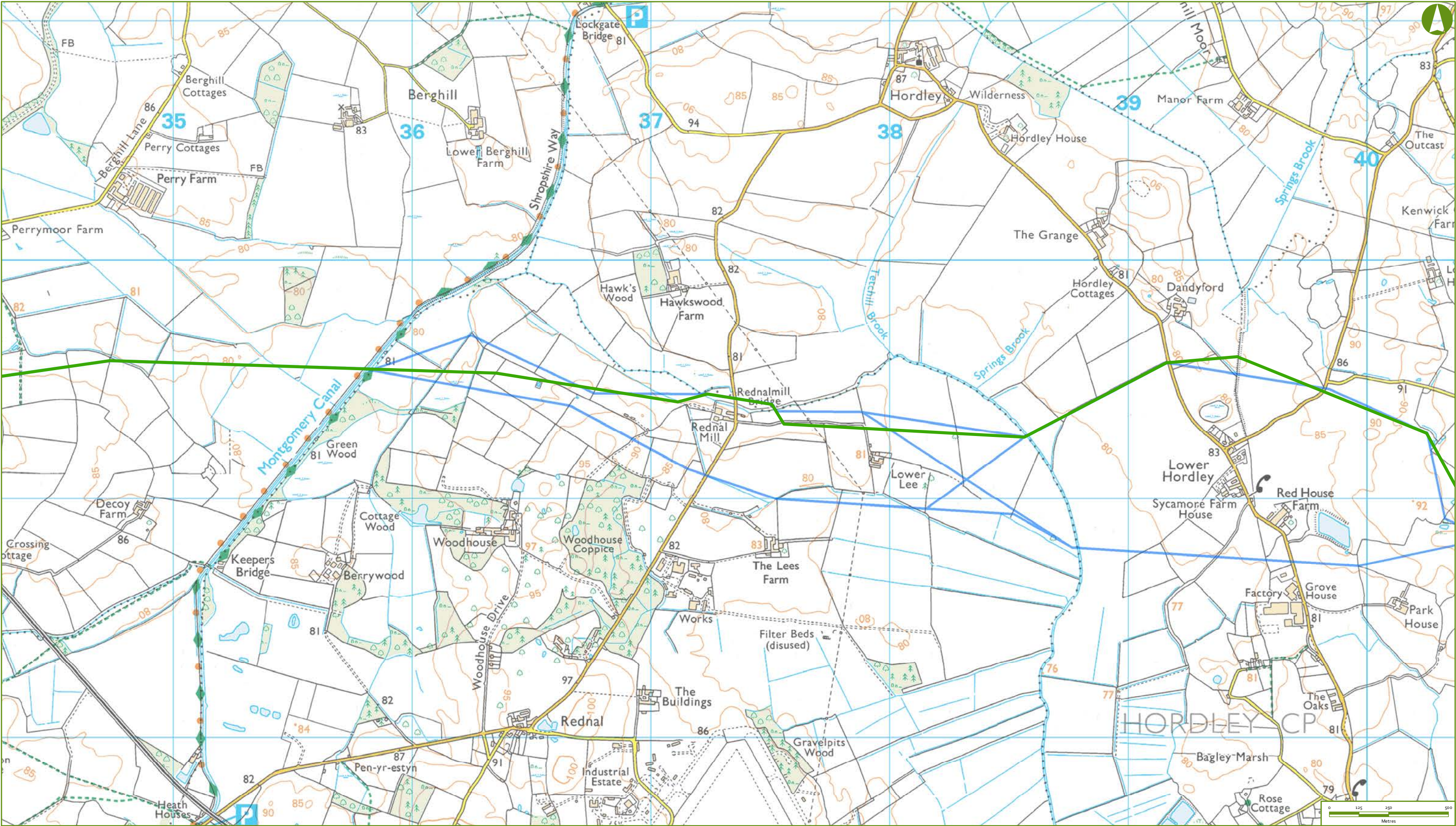


KEY

- Named Properties
- Proposed Route
- - - Route Option
- Limits of Deviation



0	02/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chk'd	App'd
<div>GILLESPIES</div>			<div><div>SP ENERGY NETWORKS</div></div>		
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT					
Chapter: CHAPTER 2: SUMMARY OF FEEDBACK FOLLOWING MAY 2017					
Document Title: FIGURE 2.1 FEEDBACK RECEIVED					
Drawn: KC	Checked: KL	Approved: SE	Date: 02/11/2017	Sheet: 1 OF 1	Rev: 0
Document Type: FIGURE		Scale: 1:10,000	Sheet Size: A3 (420 mm x 297 mm)		

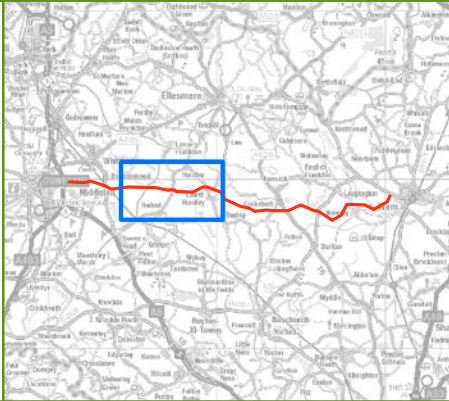


KEY

- Proposed Route
- Previously Preferred Line Route and Options from Project Update 3

Background Mapping information has been reproduced from the Ordnance Survey map by permission of Ordnance Survey on behalf of The controller of Her Majesty's Stationary Office. Crown copyright and database rights 2017. Ordnance Survey 0100031673. Contains OS data © Crown copyright and database right 2017.

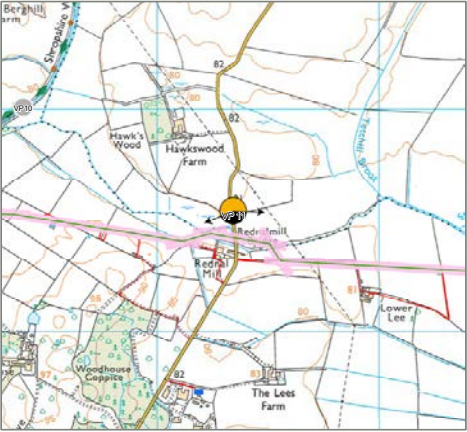
Document Path: R:\P10787-00 001 NSRP Dec 2016\Figures\GIS\Layouts\Updated Line Route Report - SeptOct 17\P10787_ULRR_Figure_3.1.mxd



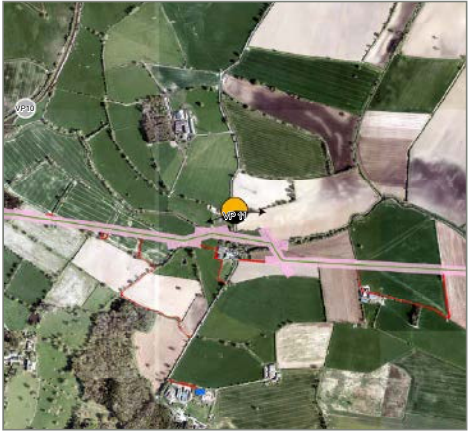
o	03/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chkd	App'd
<div><div><div>GILLESPIES</div><div>SPENERGY NETWORKS</div></div><div><div>Scheme Name:</div><div>NORTH SHROPSHIRE REINFORCEMENT PROJECT</div></div><div><div>Chapter:</div><div>CHAPTER 3: OUTCOME OF FURTHER ENVIRONMENTAL ASSESSMENT WORK AND LANDOWNER DISCUSSIONS AND SPM'S RESPONSE TO FEEDBACK</div></div><div><div>Document Title:</div><div>FIGURE 3.1 AMENDED WOODHOUSE OPTION</div></div><div><div>Drawn:</div><div>KC</div><div>Checked:</div><div>KL</div><div>Approved:</div><div>SE</div><div>Date:</div><div>03/11/2017</div><div>Sheet:</div><div>1 OF 1</div><div>Rev:</div><div>0</div></div><div><div>Document Type:</div><div>FIGURE</div><div>Scale:</div><div>1:15,000</div><div>Sheet Size:</div><div>A3 (420 mm x 297 mm)</div></div></div>					

VIEWPOINT 11: REDNAL MILL & THE RIVER PERRY (VIEW SOUTH-WEST)

VIEWPOINT LOCATION MAP



AERIAL PHOTO



DESCRIPTION OF EXISTING VISUAL BASELINE

The foreground is an open field entrance on to a large recently cropped arable field. To the right of the foreground is the end of a mature overgrown hedgerow which separates the field from a local road, and which continues, out of view, for the length of the field. To the left the branches and foliage of a mature hedgerow tree overhang the field and partially screen further views in this direction.

In the near-middle distance the landform is gently rising in height to the east (left of view) and dropping to the south and west (right of the view). A tree lined field boundary with some gaps and one existing wood-pole, cuts from the right to the centre of view. A green pastoral field is visible through the gaps in this boundary. Centre of view a single 400kV pylon is prominent in the landscape. Overhead lines to and from the pylon cut across the skyline.

In the middle distance, across the view, a mature woodland belt indicates the path of the River Perry and generally screens further views.

To the left longer distance views are possible and the agriculture landscape of the foreground merges into the middle and far distance with occasional scattered trees and woodland belts visible.

DESCRIPTION OF EFFECTS

CONSTRUCTION: It is anticipated that construction work associated with wood poles 52 and 53 will be visible, though partially screened, from the viewpoint and that the movement of construction vehicles will draw the eye of the viewer. There is the potential for partially screened views of the work from the upper floor of Misty Meadows (views from the garden will be entirely screened). Due to the short-term nature of the work and level of existing screening the magnitude of change would be **negligible**.

OPERATION - WINTER: Views of pole no. 52 and angle pole no. 53 will be possible from the viewpoint, with the intervening hedgerow only partially screening the wood poles. Due to the slightly rising landform it is likely that the tops of both of these would poles will be visible in the skyline. Poles 54 and upwards will be entirely screened by the intervening woodland belt adjacent to the River Perry. Although poles 52 and 53 will be new and noticeable features within the landscape they will be viewed within the context of the existing over-head lines and 400kV pylon. The magnitude of change would be **low to medium**.

OPERATION - SUMMER: As per winter views, but with greater screening and less potential to see poles 52 and 53. The magnitude of change would be **low**.

OPERATION (YEAR 15): The impacts at Year 15 will be broadly similar to those at Year 1.

SENSITIVITY OF RECEPTOR - HIGH

- ☒ Residential
- ☐ National Cycle Route
- ☐ Public Right of Way / Bridleway
- ☐ Heritage Asset
- ☐ Regional Trail
- ☒ Road Network
- ☐ Regional Cycle Route
- ☐ Landscape Designation
- ☐ Promoted Viewpoint
- ☐ Cumulative

VIEWPOINT DESCRIPTION

View south from field entrance opposite driveway entrance to Misty Meadows. Misty Meadows is approximately 30m to the west of the viewpoint and Rednal Mill is approximately 160m south on the opposite side of the road. The view south-west is towards the Woodhouse Estate, The viewpoint was selected as it is the closest open view that encompasses the setting, and provides some context, of two of the properties closest to the Proposed Development. The viewpoint is located just within the eastern boundary of SLT Estate Farmlands: Woodhouse, with SLT Lowland Moors: River Perry to the immediate east of the viewpoint.

SUMMARY OF EFFECTS

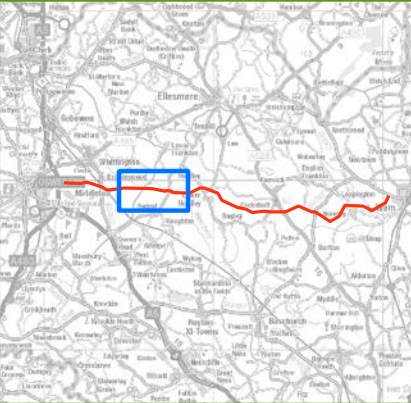
MAGNITUDE OF CHANGE						LEVEL OF EFFECT			
CONSTRUCTION YEAR									
OPERATION (WINTER)									
OPERATION (SUMMER)									
CUMULATIVE									
	NEGLIGIBLE	LOW	LOW-MEDIUM	MEDIUM	MEDIUM-HIGH	HIGH	NEGLIGIBLE	MINOR	MODERATE

CONSTRUCTION YEAR									
OPERATION (WINTER)									
OPERATION (SUMMER)									
CUMULATIVE									
	NEGLIGIBLE	MINOR	MODERATE	MAJOR					

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



Grid Ref: 52.859478. -2.932056: AOD: 91m: General Direction of View: Southeast 135°: Approx Distance to Nearest Pole: 97m: Date & Time of Photograph - 27/09/17 @ 12:00: Weather/Visibility - Overcast / Moderate: Camera - Canon EOS 6D. Canon EF 50mm f/1.8 fixed focal lens



o	03/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chk'd	App'd
<div>GILLESPIES</div> <div>SP ENERGY NETWORKS</div>					
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT					
Chapter: CHAPTER 3: OUTCOME OF FURTHER ENVIRONMENTAL ASSESSMENT WORK AND LANDOWNER DISCUSSIONS AND SPM'S RESPONSE TO FEEDBACK					
Document Title: FIGURE 3.2a VISUAL ASSESSMENTS REDNAL (VP 11)					
Drawn: KC	Checked: KL	Approved: SE	Date: 03/11/2017	Sheet: 1 OF 2	Rev: o
Document Type: FIGURE		Scale: N/A		Sheet Size: A3 (420 mm x 297 mm)	

VIEWPOINT 11: REDNAL MILL & THE RIVER PERRY (VIEW SOUTH-EAST)

VIEWPOINT LOCATION MAP



AERIAL PHOTO



DESCRIPTION OF EXISTING VISUAL BASELINE

The foreground and near-mid distance are occupied by a road (Woodhouse Drive) heading away from the viewer, bordered on both sides by narrow overgrown grass verges and mature overgrown hedgerows. The hedgerows act as a significant screen to longer distance views.

To the left of view a wood telegraph pole is adjacent to the road and centre of view the roadside hedgerow contains a low voltage overhead line wood pole. The over-head lines cut across the view in the skyline.

To the right of view the roof of an outbuilding at Misty Meadows is visible through and just above the top of the roadside hedgerow.

Centre of view a group of large mature trees indicate the southern boundary of the garden at Misty Meadows and dominate the view in this direction. The trees visible beyond this grouping indicate the path of the River Perry, beyyond which lies the large Woodhouse Estate.

Long distance views are not possible.

DESCRIPTION OF EFFECTS

CONSTRUCTION: It is anticipated that although views of construction work will be almost entirely screened from the viewpoint that views from within the garden and upper floor of Misty Meadows will be possible. In particular the short term construction activities associated with the clearance of vegetation for pole no 50. (150m from the viewpoint) and erection of proposed wood pole nos. 49 to 51 will be possible above and through the intervening vegetation. Due to the short-term nature of the work and heavy amount of existing screening the magnitude of change would be **negligible**.

OPERATION - WINTER: Views of the proposed development from the viewpoint will be heavily screened, although views from within the curtilage of Misty Meadows will benefit from less screening, with pole 51 and angle pole 50 visible from a relatively close distance. From the upper floor of Misty Meadows the line heading away in an easterly direction will be visible above the intervening vegetation. Due to the significant amounts of existing screening the magnitude of change would be **low**.

OPERATION - SUMMER: As per winter views, but with greater screening and less potential to see wood poles. The magnitude of change would be **low**.

OPERATION (YEAR 15): The impacts at Year 15 will be broadly similar to those at Year 1.

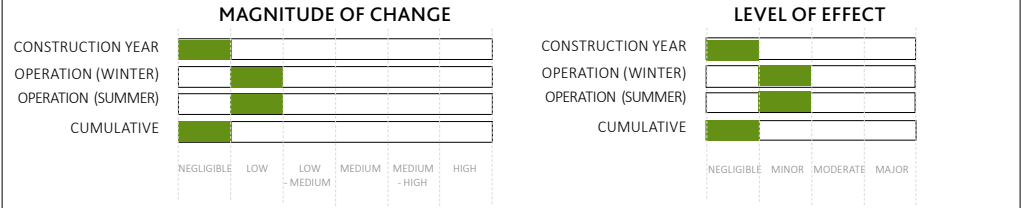
SENSITIVITY OF RECEPTOR - HIGH

- ☒ Residential
- ☐ National Cycle Route
- ☐ Public Right of Way / Bridleway
- ☐ Heritage Asset
- ☐ Regional Trail
- ☒ Road Network
- ☐ Regional Cycle Route
- ☐ Landscape Designation
- ☐ Promoted Viewpoint
- ☐ Cumulative

VIEWPOINT DESCRIPTION

View south from field entrance opposite driveway entrance to Misty Meadows. Misty Meadows is approximately 30m to the west of the viewpoint and Rednal Mill is approximately 160m south on the opposite side of the road. The view south-west is towards the Woodhouse Estate, The viewpoint was selected as it is the closest open view that encompasses the setting, and provides some context, of two of the properties closest to the Proposed Development. The viewpoint is located just within the eastern boundary of SLT Estate Farmlands: Woodhouse, with SLT Lowland Moors: River Perry to the immediate east of the viewpoint.

SUMMARY OF EFFECTS



PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



Grid Ref: 52.859478, -2.932056; AOD: 91m; General Direction of View: Southwest 200°; Approx Distance to Nearest Pole: 97m; Date & Time of Photograph - 27/09/17 @ 12:00; Weather/Visibility - Overcast / Moderate; Camera - Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal



o	03/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chk'd	App'd
<div><div>GILLESPIES</div><div>SPENERGY NETWORKS</div></div>					
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT					
Chapter: CHAPTER 3: OUTCOME OF FURTHER ENVIRONMENTAL ASSESSMENT WORK AND LANDOWNER DISCUSSIONS AND SPM'S RESPONSE TO FEEDBACK					
Document Title: FIGURE 3.2b VISUAL ASSESSMENTS REDNAL (VP 11)					
Drawn: KC	Checked: KL	Approved: SE	Date: 03/11/2017	Sheet: 2 OF 2	Rev: o
Document Type: FIGURE		Scale: N/A		Sheet Size: A3 (420 mm x 297 mm)	



KEY

Design Freeze 4 route

Underground line

100m buffer

Pole location

Stand alone tree

Target note (TN*)

Scattered scrub

Wet ditch

Dry ditch

Intact hedge, species poor

Defunct hedge, species poor

Hedge and trees, species poor

Hedge and trees, native species rich

Defunct hedge, native species rich

Line of trees

Stone wall

Fence line

Compounds

SSSI

LWS

Arable (A)

Improved (I)

Poor semi-improved grassland (SI)

Mixed plantation woodland

Broad-leaved semi-natural woodland

Mixed semi-natural woodland

Coniferous plantation

Marshy grassland

Broad-leaved plantation

Dense scrub

Tall ruderals

Watercourses

Surveyed ponds

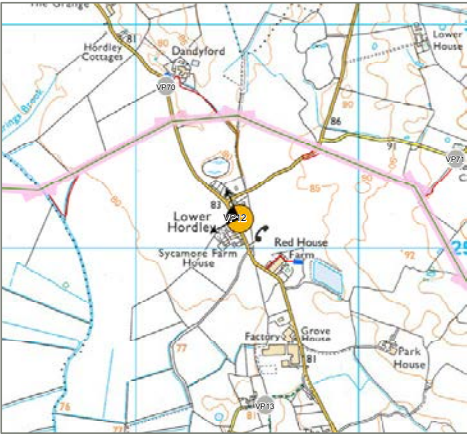
Background Mapping information has been reproduced from the Ordnance Survey map by permission of Ordnance Survey on behalf of The controller of Her Majesty's Stationery Office. Crown copyright and database rights 2017. Ordnance Survey 0100031673. Contains OS data © Crown copyright and database right 2017.

Document Path: R:\P10787-00 001 NSRP Dec 2016\Figures\GIS\Layouts\Updated Line Route Report - SeptOct 17\P10787_ULRR_Figure_3.3.mxd

o	03/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chk'd	App'd
GILLESPIES Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT Chapter: CHAPTER 3: OUTCOME OF FURTHER ENVIRONMENTAL ASSESSMENT WORK AND LANDOWNER DISCUSSIONS AND SPM'S RESPONSE TO FEEDBACK Document Title: FIGURE 3.3 ECOLOGY ASSESSMENT WOODHOUSE					
Drawn: KC	Checked: KL	Approved: SE	Date: 03/11/2017	Sheet: 1 OF 1	Rev: 0
Document Type: FIGURE		Scale: 1:9,600	Sheet Size: A3 (420 mm x 297 mm)		

VIEWPOINT 12: LOWER HORDLEY

VIEWPOINT LOCATION MAP



AERIAL PHOTO



DESCRIPTION OF EXISTING VISUAL BASELINE

The foreground is occupied by the junction of two local roads with the main road in the image heading away from the viewer and bordered on the northbound carriageway (left of view) with a tall overgrown mature hedgerow, which screens further views. To the immediate foreground left of view a metal gate field entrance, within the hedgerow, allows views on to a large-scale arable field. This field must drop slightly in height as the field boundaries are not visible, although in the middle distance the upper half of isolated trees are visible, and these trees are located on or adjacent to the field boundary. To the right of view a pavement, planted verge and the edge of a maintained garden and fence border the local road. This leads into large shrub vegetation which screen further views.

In the near-mid distance a row of two-storey residences is adjacent to the southbound carriageway. The buildings screen further views.

In the distance, through the gap in the foreground hedgerow, the agricultural landscape typical of the area merges into the middle and far distance. Three 400kV pylons are visible between and 1.5 and 2.1km away. This view is only possible through the field entrance gap in the hedgerow.

DESCRIPTION OF EFFECTS

CONSTRUCTION: It is anticipated that short term construction activities associated with the erection of up to 6 wood poles, in particular nos. 65 and 66 could be visible, through the gap in the boundary hedgerow. Poles 66 to 69 are located on the northern boundary of the foreground field between 500m and 670m from the viewpoint. Movement associated with construction activities and vehicles may draw the eye. Activities to the north and east of the viewer will be fully screened. The magnitude of change, due to the short term nature of the construction and distance from the viewpoints, would be **negligible**.

OPERATION - WINTER: Up to 3 new poles and the overhead line will potentially be visible from the viewpoint, above the intervening hedgerow, in addition fuller views of pole no. 65 (760m away) (and potentially pole no. 66 (670m away)) will be visible through the field entrance. Further wood poles will potentially be visible as they 'stack' away from the viewer to the west, although this will be at a considerable distance from the viewer. The wood poles to the north and east of the view will be screened from the viewer, however upper floor views from nearby residential properties of the overhead line in these directions are likely to be possible. The introduction of the proposed development will neither be prominent nor noticeably alter the existing view, therefore the magnitude of change in the view would be **negligible**.

OPERATION - SUMMER: Summer views would be similar to winter views. As such the magnitude of change in the view would be **negligible**.

OPERATION (YEAR 15): The impacts at Year 15 will be broadly similar to those at Year 1.

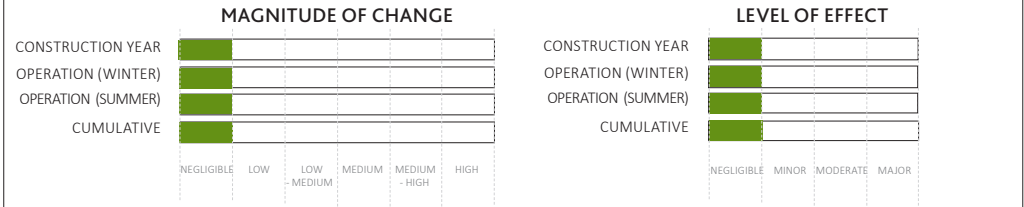
SENSITIVITY OF RECEPTOR - HIGH

- ☒ Residential
- ☐ National Cycle Route
- ☐ Public Right of Way / Bridleway
- ☐ Heritage Asset
- ☐ Regional Trail
- ☒ Road Network
- ☐ Regional Cycle Route
- ☐ Landscape Designation
- ☐ Promoted Viewpoint
- ☐ Cumulative

VIEWPOINT DESCRIPTION

View from junction of local roads at the centre of Lower Hordley, within the Estate Farmlands SLT. The poles closest to the viewpoint are to they north and north-east, however views north are screened by built-form and vegetation and views north-east and east by vegetation and large mature hedgerows in particular.

SUMMARY OF EFFECTS



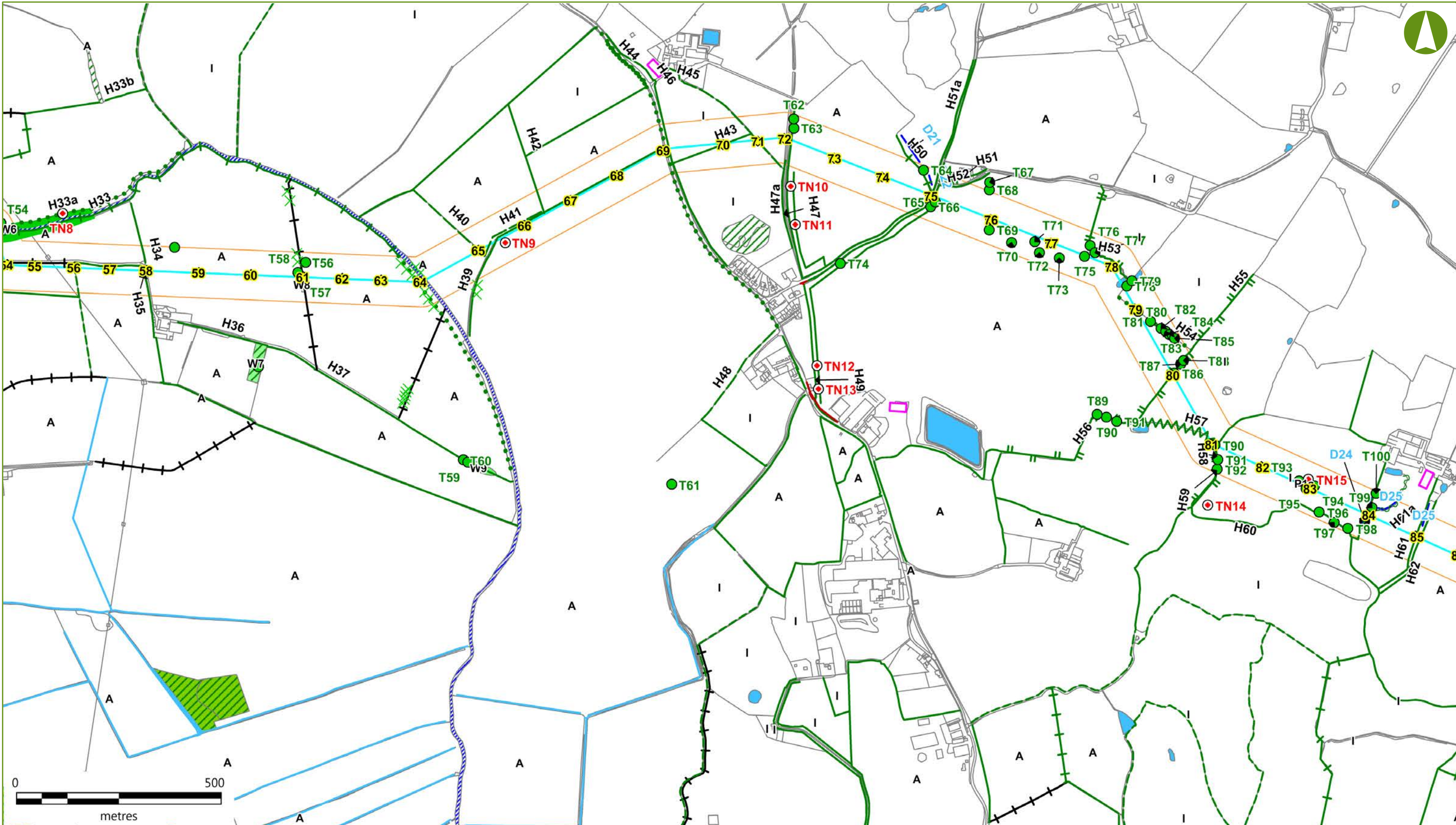
PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



Grid Ref: 52.857028, -2.901014; AOD: 90m; General Direction of View: Northwest 290°; Approx Distance to Nearest Pole: 430m; Date & Time of Photograph - 27/09/17 @ 12:15; Weather/Visibility - Hazy / Moderate; Camera - Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens



o	03/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chk'd	App'd
<div><div>GILLESPIES</div><div>SP ENERGY NETWORKS</div></div>					
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT					
Chapter: CHAPTER 3: OUTCOME OF FURTHER ENVIRONMENTAL ASSESSMENT WORK AND LANDOWNER DISCUSSIONS AND SPM'S RESPONSE TO FEEDBACK					
Document Title: FIGURE 3.4 VISUAL ASSESSMENTS LOWER HORDLEY (VP 12)					
Drawn: KC	Checked: KL	Approved: SE	Date: 03/11/2017	Sheet: 1 OF 1	Rev: o
Document Type: FIGURE		Scale: N/A		Sheet Size: A3 (420 mm x 297 mm)	



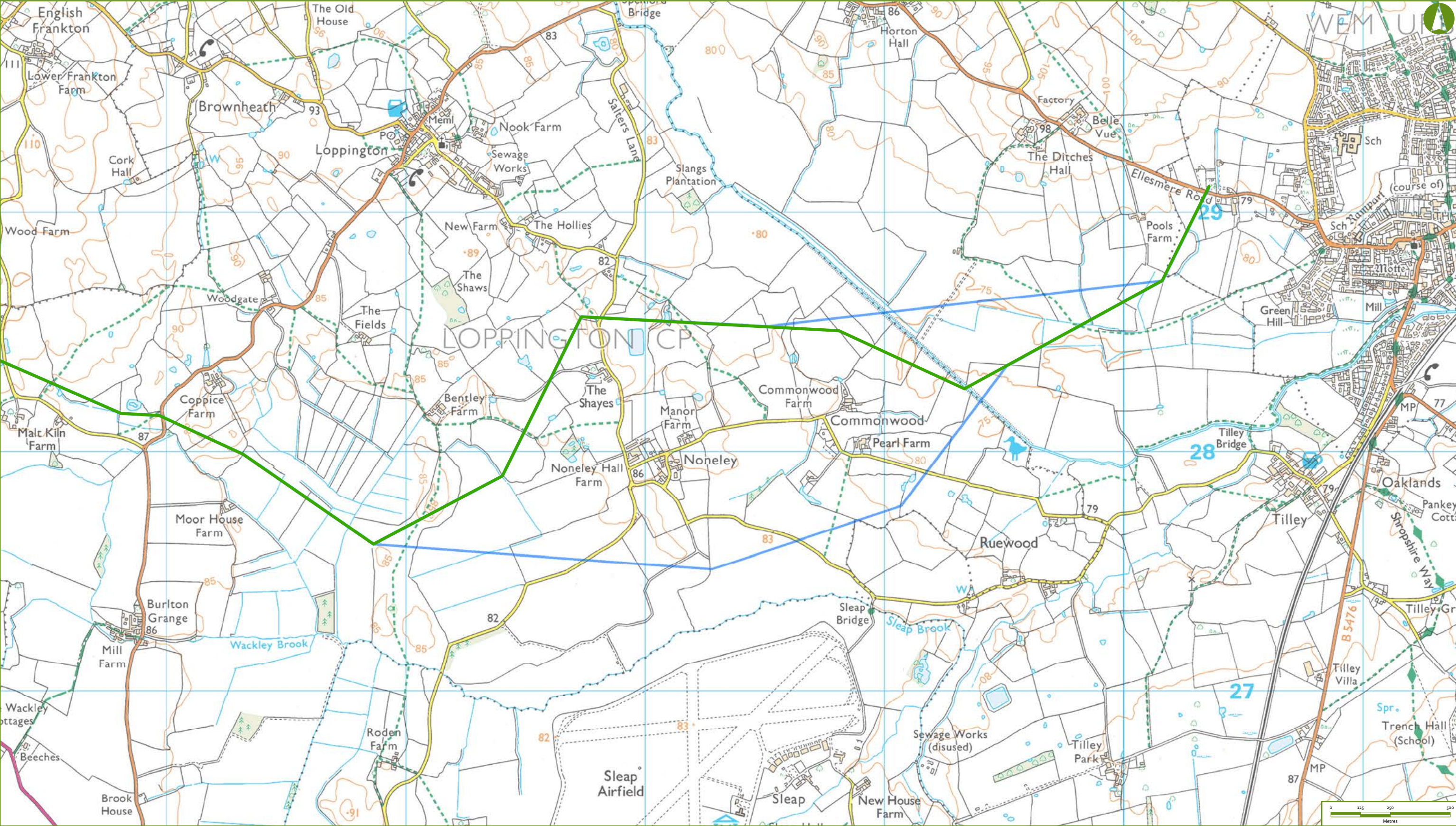
KEY

- Design Freeze 4 route
- Underground line
- 100m buffer
- Pole location
- Stand alone tree
- Target note (TN*)
- Scattered scrub
- Wet ditch
- Dry ditch
- Intact hedge, species poor
- Defunct hedge, species poor
- Hedge and trees, species poor
- Hedge and trees, native species rich
- Defunct hedge, native species rich
- Line of trees
- Stone wall
- Fence line
- Compounds
- SSSI
- LWS
- Arable (A)
- Improved (I)
- Poor semi-improved grassland (SI)
- Mixed plantation woodland
- Broad-leaved semi-natural woodland
- Mixed semi-natural woodland
- Coniferous plantation
- Marshy grassland
- Broad-leaved plantation
- Dense scrub
- Tall ruderals
- Watercourses
- Surveyed ponds

Background Mapping information has been reproduced from the Ordnance Survey map by permission of Ordnance Survey on behalf of The controller of Her Majesty's Stationery Office. Crown copyright and database rights 2017. Ordnance Survey 0100031673. Contains OS data © Crown copyright and database right 2017.

Document Path: R:\P10787-00 001 NSRP Dec 2016\Figures\GIS\Layouts\Updated Line Route Report - SeptOct 17\P10787_ULRR_Figure_3.5.mxd

o	03/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chk'd	App'd
GILLESPIES					
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT					
Chapter: CHAPTER 3: OUTCOME OF FURTHER ENVIRONMENTAL ASSESSMENT WORK AND LANDOWNER DISCUSSIONS AND SPM'S RESPONSE TO FEEDBACK					
Document Title: FIGURE 3.5 ECOLOGY ASSESSMENT LOWER HORDLEY					
Drawn: KC	Checked: KL	Approved: SE	Date: 03/11/2017	Sheet: 1 OF 1	Rev: 0
Document Type: FIGURE		Scale: 1:9,600	Sheet Size: A3 (420 mm x 297 mm)		



- KEY**
- Proposed Route
 - Previously Preferred Line Route and Options from Project Update 3

Background Mapping information has been reproduced from the Ordnance Survey map by permission of Ordnance Survey on behalf of The controller of Her Majesty's Stationary Office. Crown copyright and database rights 2017. Ordnance Survey 0100031673. Contains OS data © Crown copyright and database right 2017.

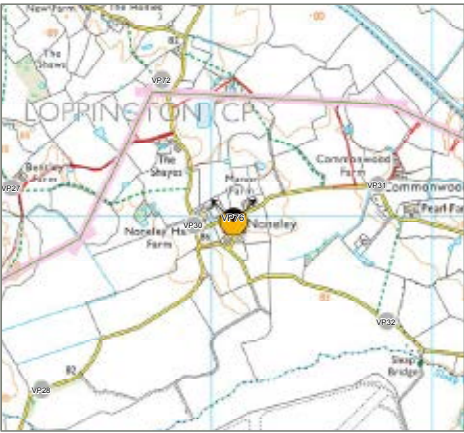
Document Path: R:\P10787-00 001 NSRP Dec 2016\Figures\GIS\Layouts\Updated Line Route Report - SeptOct 17\P10787_ULRR_Figure_3.6.mxd



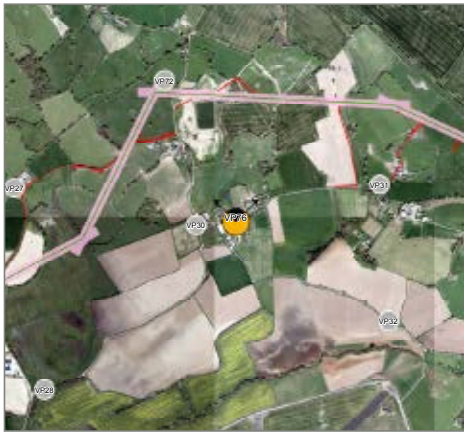
0	03/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chkd	App'd
<div><div>GILLESPIES</div><div>Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT</div><div>Chapter: CHAPTER 3: OUTCOME OF FURTHER ENVIRONMENTAL ASSESSMENT WORK AND LANDOWNER DISCUSSIONS AND SPM'S RESPONSE TO FEEDBACK</div><div>Document Title: FIGURE 3.6 AMENDED NONELEY OPTION</div></div> <div><div>Drawn: KC</div><div>Checked: KL</div><div>Approved: SE</div><div>Date: 03/11/2017</div><div>Sheet: 1 OF 1</div><div>Rev: 0</div></div> <div><div>Document Type: FIGURE</div><div>Scale: 1:15,000</div><div>Sheet Size: A3 (420 mm x 297 mm)</div></div>					

VIEWPOINT 76: NONELEY (VIEW NORTH)

VIEWPOINT LOCATION MAP



AERIAL PHOTO



DESCRIPTION OF EXISTING VISUAL BASELINE

The foreground is occupied by a plot of pastoral grassland used as a horse paddock. In the immediate foreground a low wooden fence separates the paddock from a grass road-verge covered in overgrown scrub and weeds. To the left and right of view are mature and overgrown hedgerows which screen further views in these directions. Both hedgerows contain wood pole infrastructure and overhead lines are visible across the view. Within the hedgerow to the left of view a H-pole structure is prominent in the view. A low red-brick shed also borders the paddock at the far left of view.

Through a gap at the end of the foreground hedgerow right of view, is a grassed enclosure similar to that prominent in the view with similar hedgerow borders.

In the near-mid distance, centre of view, the far end of the foreground field is bordered by a low wood fence with an overgrown hedgerow beyond.

The flat topography of the local countryside combined with the mature overgrown hedgerows mean that longer distance views are not possible. However, across the view the tops of individual trees are visible above and beyond the hedgerows.

DESCRIPTION OF EFFECTS

CONSTRUCTION: No construction works would be visible from the viewpoint, however there will potentially be views from the upper floors of nearby properties of some construction work above and through the intervening vegetation, particularly if construction work is undertaken during the winter months. The magnitude of change would be **negligible**.

OPERATION - WINTER: Potential for glimpsed views of the upper sections of wood poles 149 and 150 and the overhead line for a short section, above the intervening vegetation from this viewpoint. From the upper floor of the properties adjacent to the viewpoint, the potential number of wood poles visible widens to between pole no. 145 and 156 dependent on the property. However, all views would be from a minimum distance of 500m and any visible poles would be substantially screened. Any views of the over-head line structure would be minimal within the overall view and not noticeably contrast with the existing view. The magnitude of change would be **negligible**.

OPERATION - SUMMER: As per winter views, but with greater screening. The magnitude of change would be **negligible**.

OPERATION (YEAR 15): The impacts at Year 15 will be broadly similar to those at Year 1.

SENSITIVITY OF RECEPTOR - MEDIUM

- ☒ Residential
- ☐ National Cycle Route
- ☐ Public Right of Way / Bridleway
- ☒ Heritage Asset
- ☐ Regional Trail
- ☒ Road Network
- ☐ Regional Cycle Route
- ☐ Landscape Designation
- ☐ Promoted Viewpoint
- ☐ Cumulative

VIEWPOINT DESCRIPTION

View from local road within the hamlet of Noneley looking north towards the proposed over-head line, representative of residential properties within the hamlet. Although residential receptors are normally considered to have a high sensitivity it is anticipated that only views from the upper floors of properties will be possible, and therefore the sensitivity of receptors is reduced to medium from high. This is the most open publicly accessible view from the hamlet looking north.

Viewpoint is located approximately 40m north of Grade II listed Grafton Farm and 130m east of Grade II listed Noneley Hall Farm.

SUMMARY OF EFFECTS

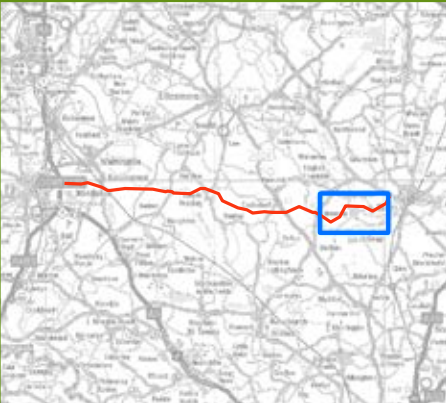
MAGNITUDE OF CHANGE						LEVEL OF EFFECT			
CONSTRUCTION YEAR									
OPERATION (WINTER)									
OPERATION (SUMMER)									
CUMULATIVE									
	NEGIGIBLE	LOW	LOW - MEDIUM	MEDIUM	MEDIUM - HIGH	HIGH	NEGIGIBLE	MINOR	MODERATE

CONSTRUCTION YEAR									
OPERATION (WINTER)									
OPERATION (SUMMER)									
CUMULATIVE									
	NEGIGIBLE	MINOR	MODERATE	MAJOR					

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



Grid Ref: 52.847225, -2.770962; AOD: 91m; General Direction of View: North 340°; Approx Distance to Nearest Pole: 550m; Date & Time of Photograph - 27/09/17 @ 13:45; Weather/Visibility - Hazy / Moderate; Camera - Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens



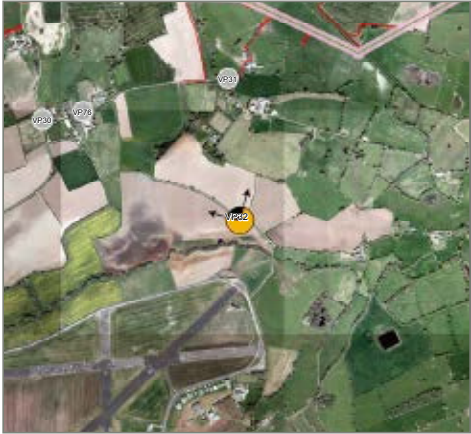
o	03/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chk'd	App'd
<div><div>GILLESPIES</div><div>SPENERGY NETWORKS</div></div>					
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT					
Chapter: CHAPTER 3: OUTCOME OF FURTHER ENVIRONMENTAL ASSESSMENT WORK AND LANDOWNER DISCUSSIONS AND SPM'S RESPONSE TO FEEDBACK					
Document Title: FIGURE 3-7a VISUAL ASSESSMENTS NONELEY NORTH (VP 76)					
Drawn: KC	Checked: KL	Approved: SE	Date: 03/11/2017	Sheet: 1 OF 2	Rev: o
Document Type: FIGURE		Scale: N/A		Sheet Size: A3 (420 mm x 297 mm)	

VIEWPOINT 32A - NONELEY SOUTH ROUTE OPTION: PROW 0217/14/1 NEAR SLEAP AIRFIELD

VIEWPOINT LOCATION MAP



AERIAL PHOTO



DESCRIPTION OF EXISTING VISUAL BASELINE

The foreground consists of a large open arable fields with maintained hedgerows that border the narrow rural lane connecting Ruewood to Noneley. The ground is level and there are only a very small number of hedgrow trees. A public footpath crosses the field in the foreground from left to right.

Middle-distance views are relatively open, with some filtering of views by occasional small woodland belts and hedgerow trees. Further arable fields and hedgerows can be seen through the intervening vegetation, along with industrial farming sheds to the centre-left of the view, and trees along the course of Sleep Brook to the left of view. The level topography means that in places views are foreshortened by the presence of taller field and road-side hedgerows. The upper floors and rooves of residential properties at Noneley are visible to the right of the view, with views largely orientated to the south.

The background and horizon comprise the tops of distant trees and woodland. On very clear days, more distant upland and elevated areas are visible above the trees, particularly in views to the south.

DESCRIPTION OF EFFECTS

CONSTRUCTION: It is anticipated that short term construction activities associated with the potential temporary access tracks and erection of proposed wood poles, would be visible across this landscape. Works to individual poles would generally be at quickly changing and isolated locations. Movement associated with construction activities and vehicles may draw the eye. The magnitude of change, due to the short term nature of the construction, would be **low-medium**.

OPERATION - WINTER (YEAR 1): In the region of five new poles and the overhead line will be clearly visible in an adjacent field from this viewpoint, and stacked closely in the view. There is potential for tops of poles to be visible on the skyline, although some will be partially screened and backclothed by landform and vegetation. Filtered views of up to 13 distant poles (700-2km away) are possible. These would be stacked in views, filtered by intervening vegetation and backclothed by trees and woodland on the horizon. The apparent heights of the poles will recede with greater distance from the viewpoint. A small number of angle poles requiring stays may be slightly more prominent. The new line, which crosses from from centre to left of the view, will be a noticeable new element within the landscape, though wood pole mounted electrical infrastructure is present nearby, to the north of Noneley and Commonwood, and south and southwest at Ruewood and Sleaf. The line is located approx. 0.5km south of the nearest receptor on the southern edge of Noneley. It is anticipated that the magnitude of change in the view would be **low-medium**.

OPERATION - SUMMER (YEAR 1): Summer views would be similar to winter views and as such the magnitude of change in the view would be **low-medium**.

OPERATION (YEAR 15): The impacts at Year 15 will be broadly similar to those at Year 1.

SENSITIVITY OF RECEPTOR - MEDIUM

- ☐ Residential
- ☐ National Cycle Route
- ☒ Public Right of Way / Bridleway
- ☐ Heritage Asset
- ☐ Regional Trail
- ☐ Road Network
- ☐ Regional Cycle Route
- ☐ Landscape Designation
- ☐ Promoted Viewpoint
- ☐ Cumulative

VIEWPOINT DESCRIPTION

This viewpoint has been selected to be representative of views from the landscape to the south of Noneley, and shows the pole locations for the NONELEY SOUTH ROUTE OPTION.

Viewpoint is located on field edge, over metal gate, along PROW 0217/14/1 near Sleaf Airfield.

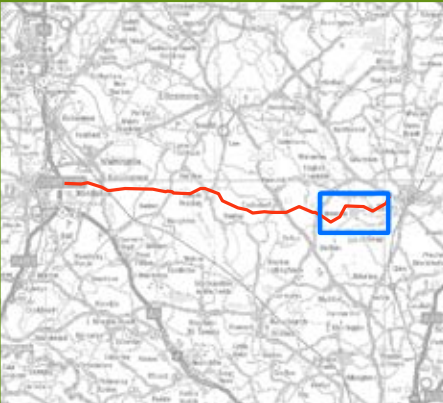
SUMMARY OF EFFECTS

MAGNITUDE OF CHANGE						LEVEL OF EFFECT			
CONSTRUCTION YEAR						CONSTRUCTION YEAR			
OPERATION (WINTER)						OPERATION (WINTER)			
OPERATION (SUMMER)						OPERATION (SUMMER)			
CUMULATIVE						CUMULATIVE			
NEGIGIBLELOWLOW-MEDIUMMEDIUMMEDIUM-HIGHHIGH						NEGIGIBLEMINORMODERATEMAJOR			

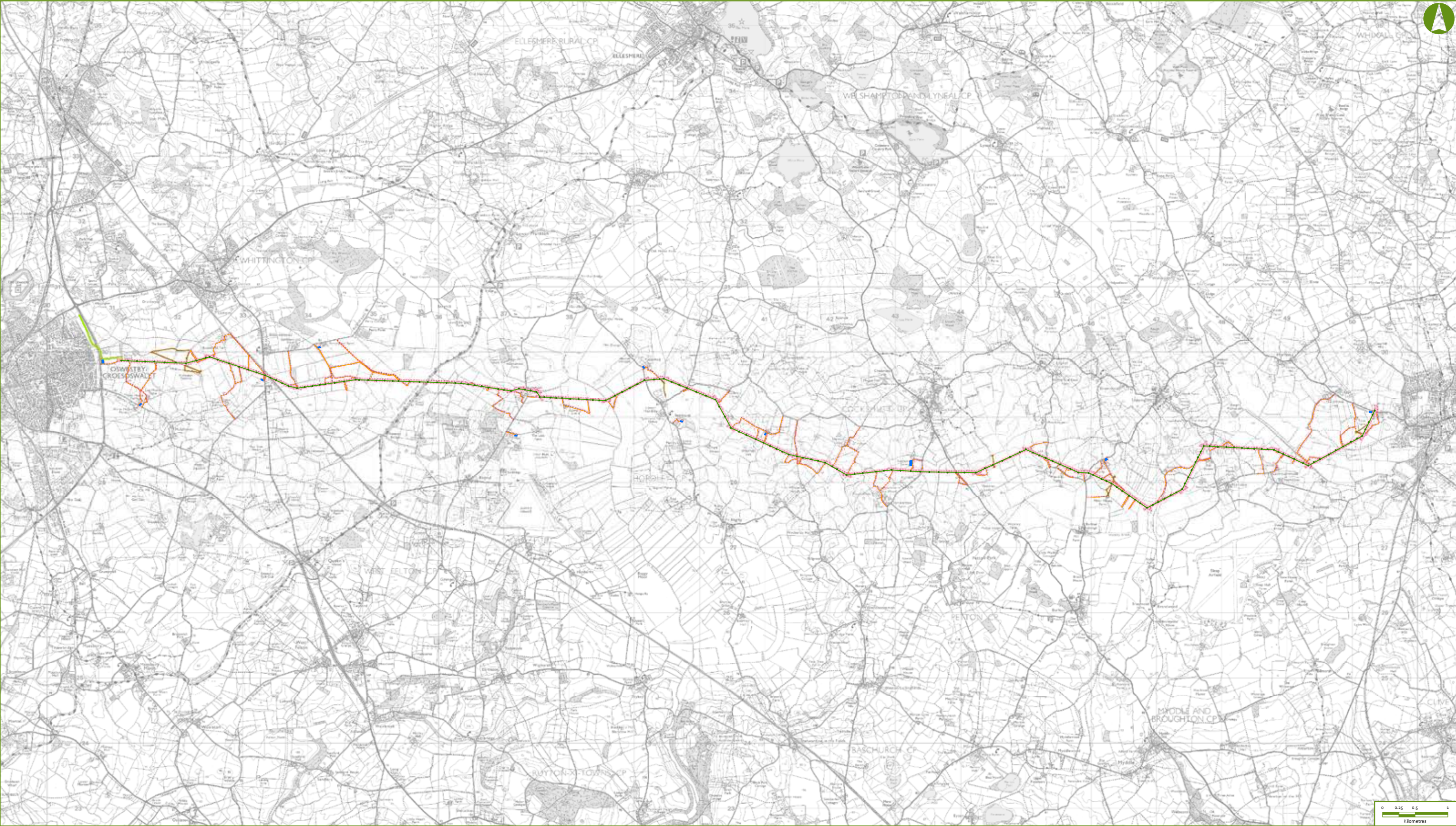
PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



Grid Ref: 52.842791, -2.761694; AOD: 89m; General Direction of View: West 275°; Approx Distance to Nearest Pole: 190m; Date & Time of Photograph - 23/03/17 @ 11:12; Weather/Visibility - Overcast/Good; Camera - Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens



o	03/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chk'd	App'd
<div><div>GILLESPIES</div><div>SPENERGY NETWORKS</div></div>					
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT					
Chapter: CHAPTER 3: OUTCOME OF FURTHER ENVIRONMENTAL ASSESSMENT WORK AND LANDOWNER DISCUSSIONS AND SPM'S RESPONSE TO FEEDBACK					
Document Title: FIGURE 3.7b VISUAL ASSESSMENTS NONELEY SOUTH (VP 32A)					
Drawn: KC	Checked: KL	Approved: SE	Date: 03/11/2017	Sheet: 2 OF 2	Rev: o
Document Type: FIGURE		Scale: N/A		Sheet Size: A3 (420 mm x 297 mm)	



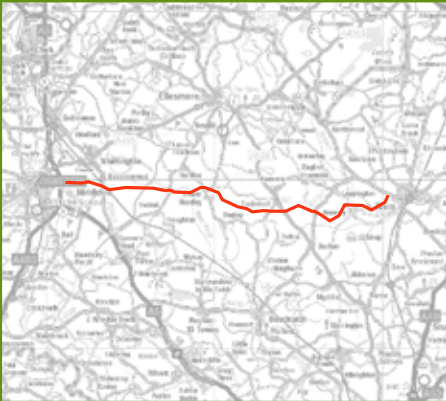
KEY

- Proposed 132 kV Pole Positions
- Preferred Line Route (of the 132 kV Overhead Line)
- Construction and Operations Corridor
- 40m Consultation Boundary
- Proposed 132 kV Underground Cable
- Proposed Temporary Access
- Proposed Temporary Laydown Areas
- Undergrounding of Existing Lower Voltage Overhead Line Crossings

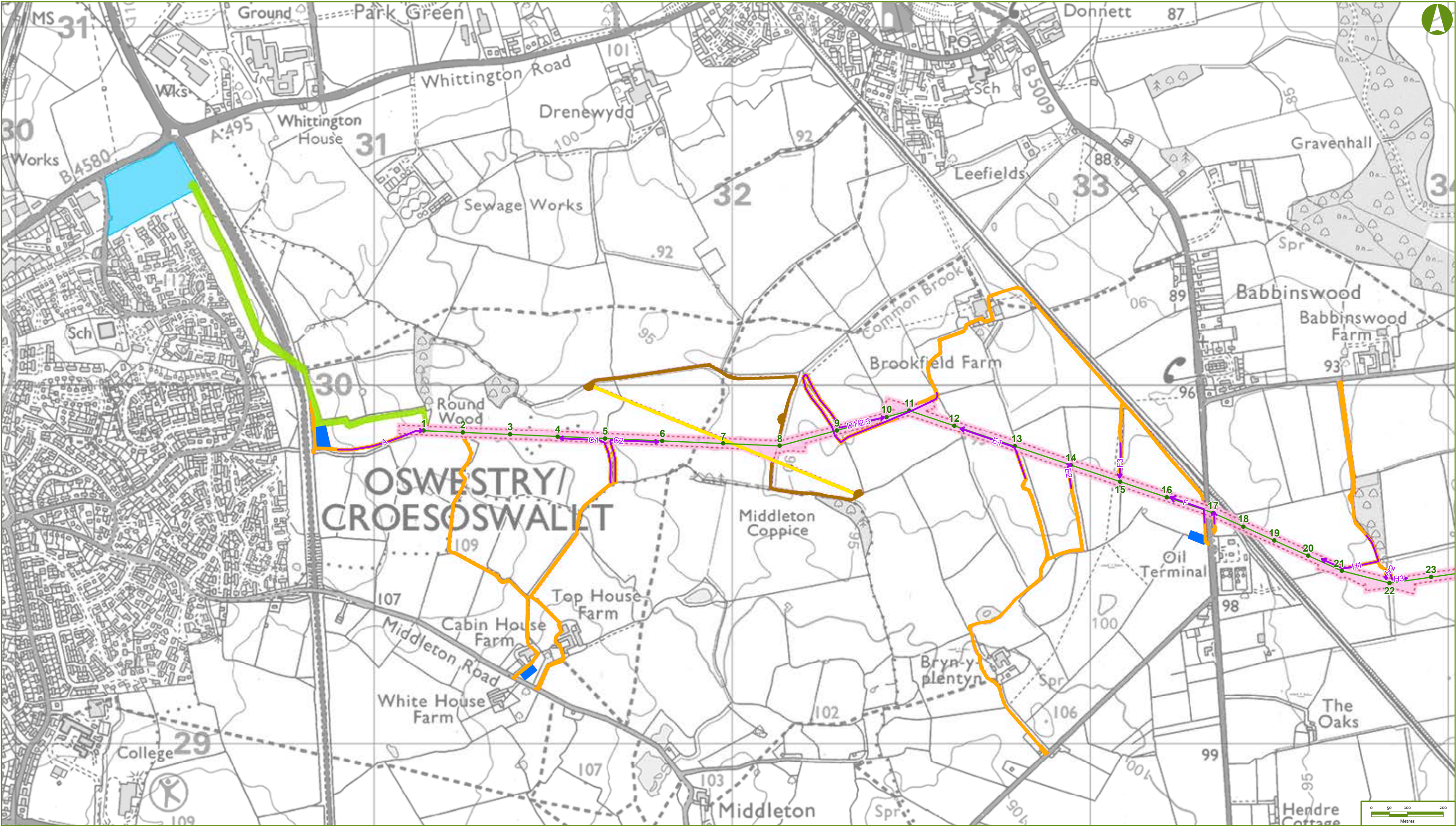
Note:
The Construction and Operations corridor generally has a width of 25m in total, centred on the Preferred Line Route. In general, the corridor width for undergrounding is 10m and the corridor for access routes is 5m.

Background Mapping information has been reproduced from the Ordnance Survey map by permission of Ordnance Survey on behalf of The controller of Her Majesty's Stationery Office. Crown copyright and database rights 2017. Ordnance Survey 0100031673. Contains OS data © Crown copyright and database right 2017.

Document Path: R:\P10787-00 001 NSRP Dec 2016\Figures\GIS\Layouts\Updated Line Route Report - SeptOct 17\P10787_ULRR_Figure_3.9.mxd



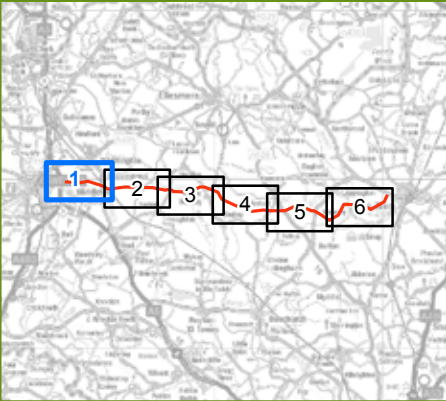
0	03/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chkd	App'd
<div><div>GILLESPIES</div><div>SP ENERGY NETWORKS</div></div> <div>Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT</div> <div>Chapter: CHAPTER 3: OUTCOME OF FURTHER ENVIRONMENTAL ASSESSMENT WORK AND LANDOWNER DISCUSSIONS AND SPM'S RESPONSE TO FEEDBACK</div> <div>Document Title: FIGURE 3.9 THE AMENDED PREFERRED LINE ROUTE SEPTEMBER 2017</div> <div><div>Drawn: KC</div><div>Checked: KL</div><div>Approved: SE</div><div>Date: 03/11/2017</div><div>Sheet: 1 OF 1</div><div>Rev: 0</div></div> <div><div>Document Type: FIGURE</div><div>Scale: 1:55,000</div><div>Sheet Size: A3 (420 mm x 297 mm)</div></div>					



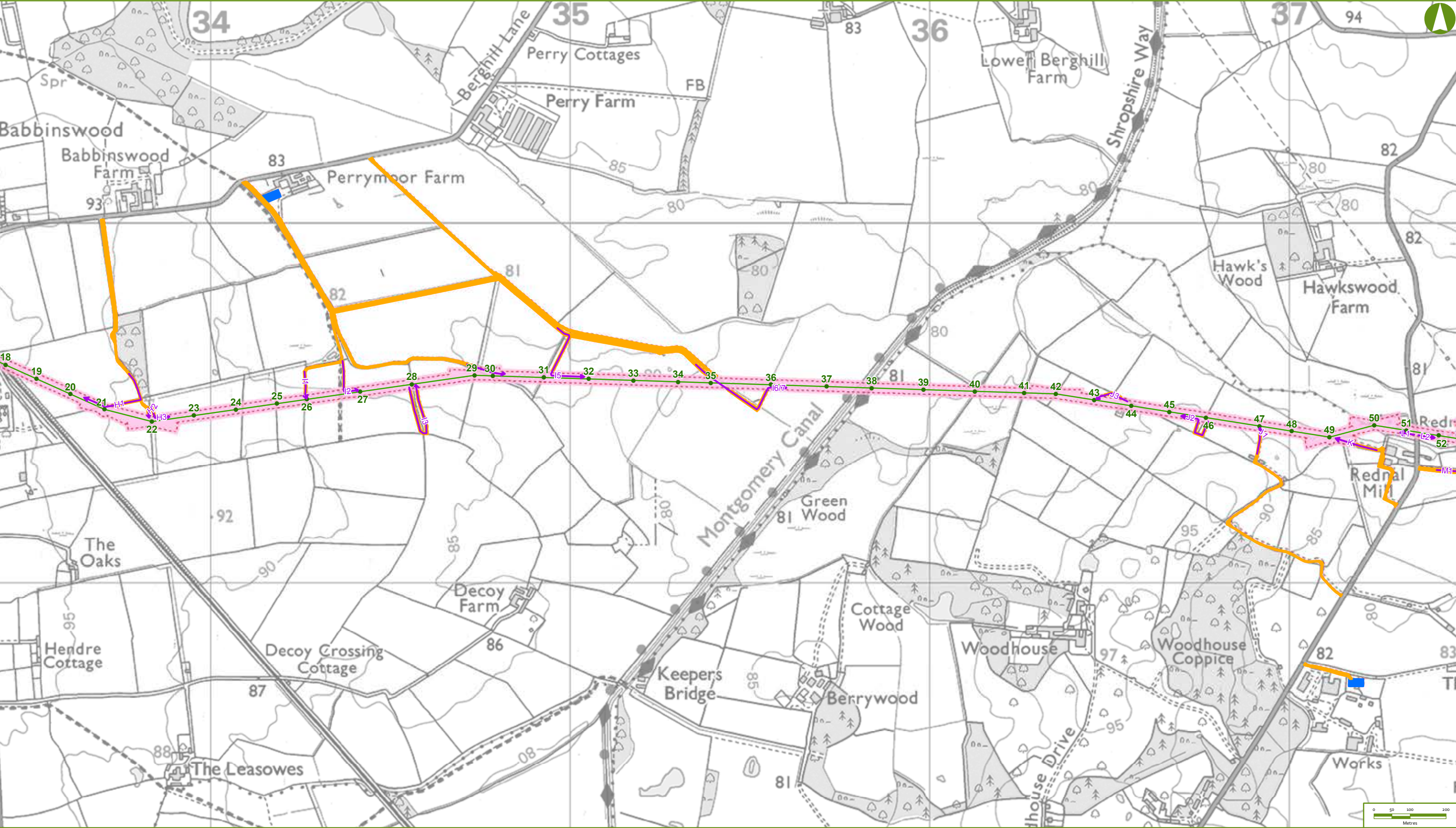
KEY

- Proposed 132 kV Pole Positions
 - Preferred Line Route (of the 132 kV Overhead Line)
 - Construction and Operations Corridor
 - 40m Consultation Boundary
 - Proposed 132 kV Underground Cable
- Proposed Temporary Access
 - Direction of Construction Access
 - Proposed Temporary Laydown Areas
 - Undergrounding of Existing Lower Voltage Overhead Line Crossings
 - Section of Existing Lower Voltage Overhead Line to be Removed
- Section of Existing Lower Voltage Overhead Line to be Removed and Undergrounded
 - Oswestry Substation
 - Wem Substation

Note:
Access and undergrounding routes not drawn to scale, for illustrative purposes only. The Construction and Operations corridor generally has a width of 25m in total, centred on the Preferred Line Route. In general, the corridor width for undergrounding is 10m and the corridor for access routes is 5m.



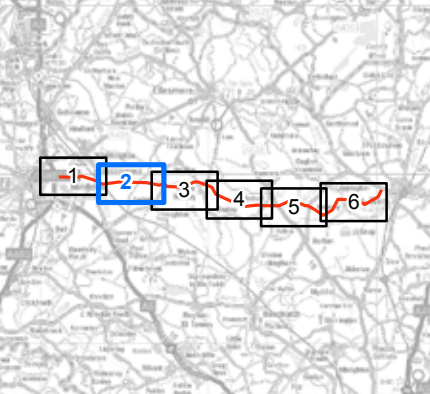
o	08/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chkd	App'd
<div><div>GILLESPIES</div><div>SPENERGY NETWORKS</div></div>					
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT					
Chapter: CHAPTER 4: THE DETAILED LINE ROUTE DESIGN AND ASSOCIATED CONSTRUCTION WORKS					
Document Title: FIGURE 4.1 DESIGN FREEZE 4 - OSWESTRY TO BABBINSWOOD					
Drawn: KC	Checked: KL	Approved: SE	Date: 08/11/2017	Sheet: 1 OF 6	Rev: 0
Document Type: FIGURE		Scale: 1:10,000		Sheet Size: A3 (420 mm x 297 mm)	



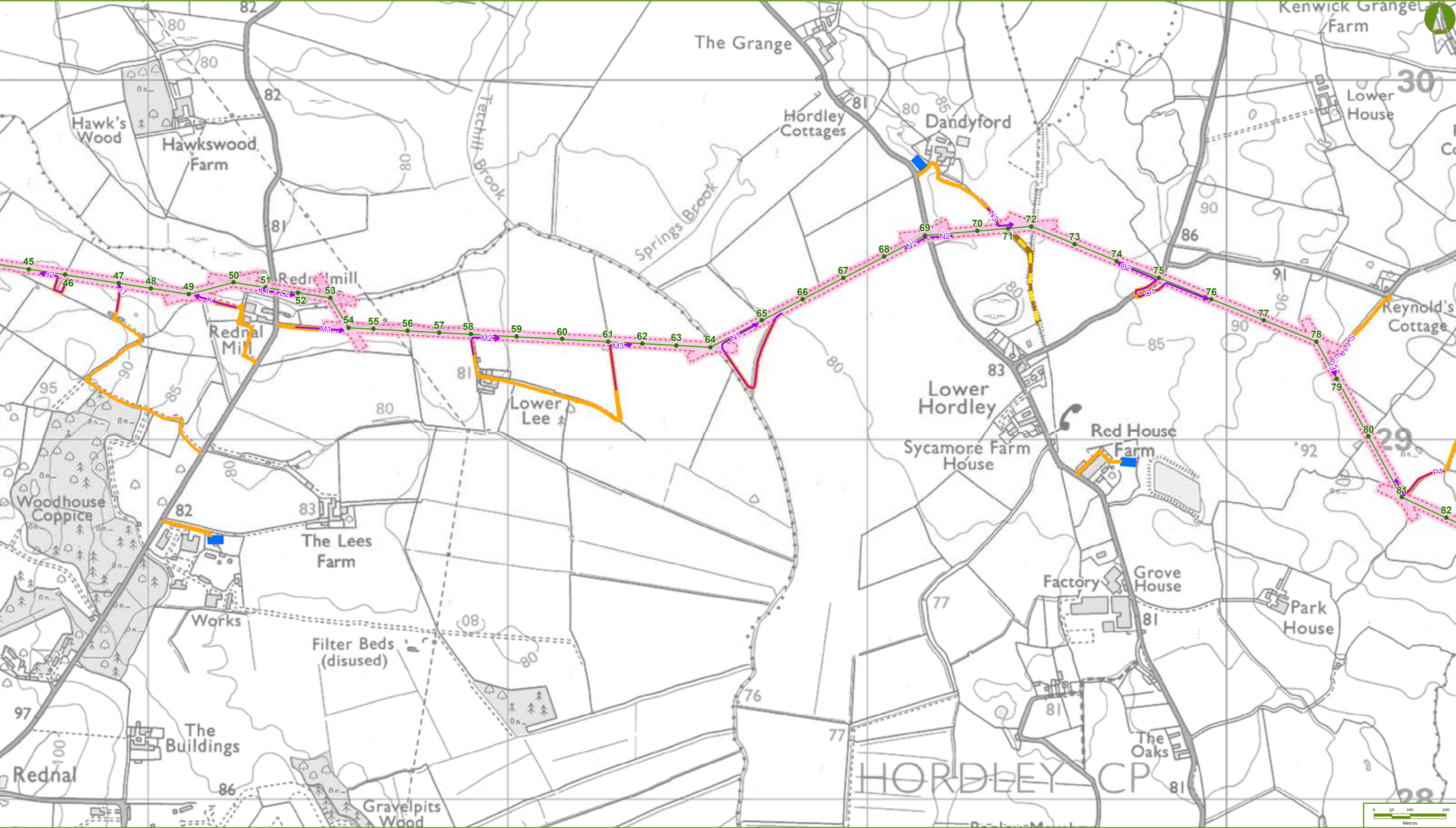
KEY

- Proposed 132 kV Pole Positions
- Preferred Line Route (of the 132 kV Overhead Line)
- Construction and Operations Corridor
- 40m Consultation Boundary
- Proposed 132 kV Underground Cable
- Proposed Temporary Access
- Direction of Construction Access
- Proposed Temporary Laydown Areas
- Undergrounding of Existing Lower Voltage Overhead Line Crossings
- Section of Existing Lower Voltage Overhead Line to be Removed
- Section of Existing Lower Voltage Overhead Line to be Removed and Undergrounded
- Oswestry Substation
- Wem Substation

Note:
Access and undergrounding routes not drawn to scale, for illustrative purposes only.
The Construction and Operations corridor generally has a width of 25m in total, centred on the Preferred Line Route. In general, the corridor width for undergrounding is 10m and the corridor for access routes is 5m.



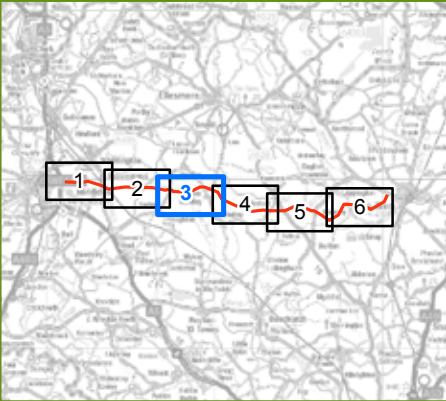
o	08/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chkd	App'd
GILLESPIES					
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT					
Chapter: CHAPTER 4: THE DETAILED LINE ROUTE DESIGN AND ASSOCIATED CONSTRUCTION WORKS					
Document Title: FIGURE 4.2 DESIGN FREEZE 4 - BABBINSWOOD TO REDNAL MILL					
Drawn: KC	Checked: KL	Approved: SE	Date: 08/11/2017	Sheet: 2 OF 6	Rev: 0
Document Type: FIGURE		Scale: 1:10,000		Sheet Size: A3 (420 mm x 297 mm)	



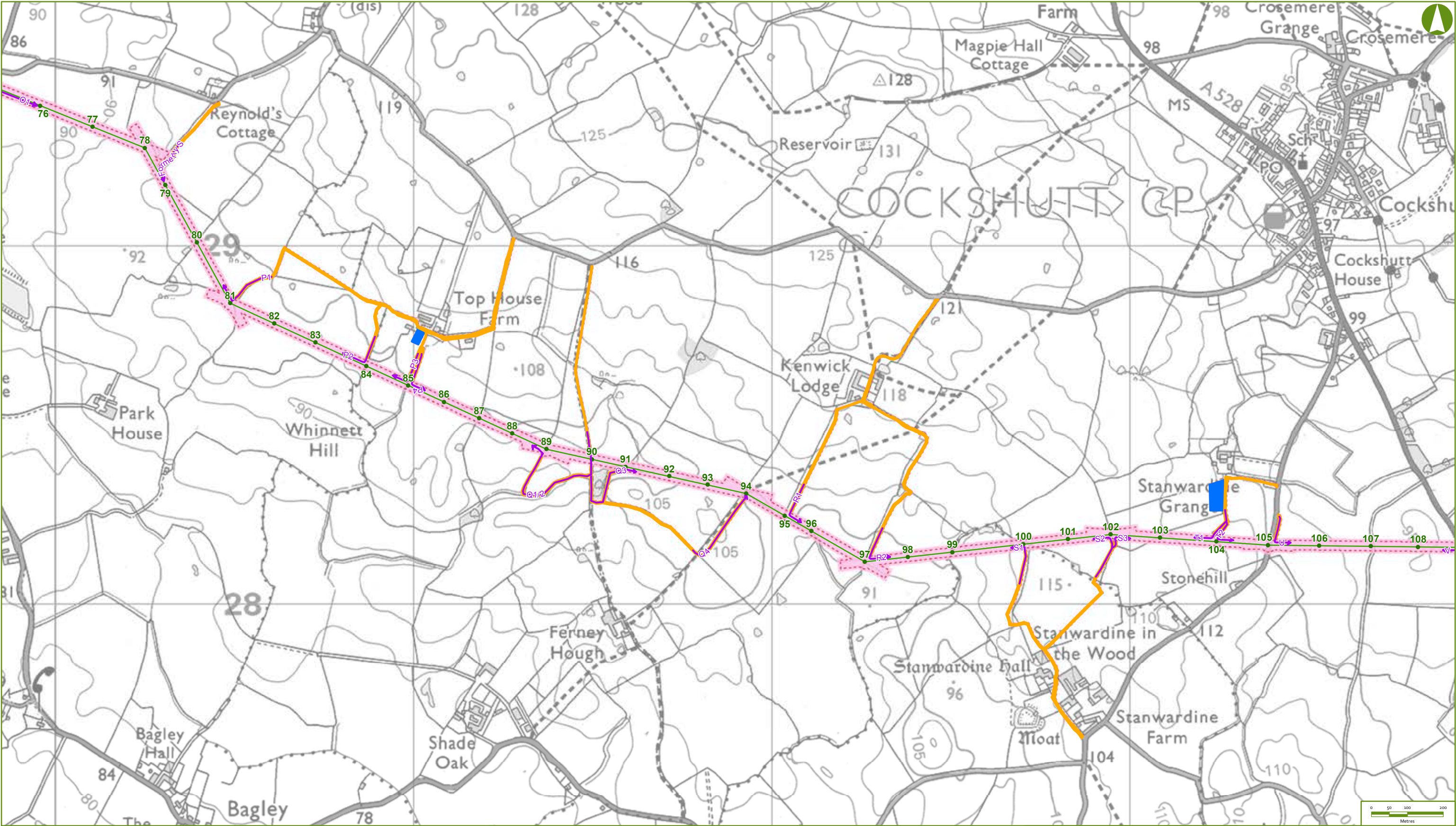
KEY

- Proposed 132 kV Pole Positions
 - Preferred Line Route (of the 132 kV Overhead Line)
 - Construction and Operations Corridor
 - 40m Consultation Boundary
 - Proposed 132 kV Underground Cable
- Proposed Temporary Access
 - Direction of Construction Access
 - Proposed Temporary Laydown Areas
 - Undergrounding of Existing Lower Voltage Overhead Line Crossings
 - Section of Existing Lower Voltage Overhead Line to be Removed
- Section of Existing Lower Voltage Overhead Line to be Removed and Undergrounded
 - Oswestry Substation
 - Wem Substation

Note:
Access and undergrounding routes not drawn to scale, for illustrative purposes only. The Construction and Operations corridor generally has a width of 25m in total, centred on the Preferred Line Route. In general, the corridor width for undergrounding is 10m and the corridor for access routes is 5m.



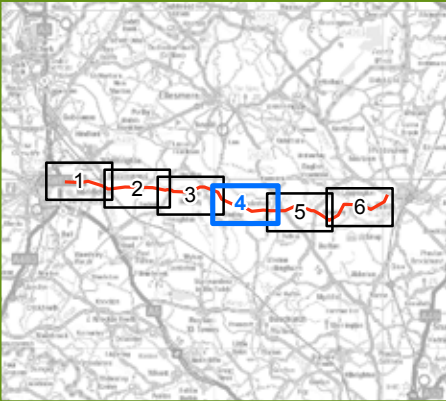
o	08/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chkd	App'd
<div><div>GILLESPIES</div><div>SPENERGY NETWORKS</div></div>					
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT					
Chapter: CHAPTER 4: THE DETAILED LINE ROUTE DESIGN AND ASSOCIATED CONSTRUCTION WORKS					
Document Title: FIGURE 4.3 DESIGN FREEZE 4 - REDNAL MILL TO LOWER HORDLEY					
Drawn: KC	Checked: KL	Approved: SE	Date: 08/11/2017	Sheet: 3 OF 6	Rev: 0
Document Type: FIGURE		Scale: 1:10,000		Sheet Size: A3 (420 mm x 297 mm)	



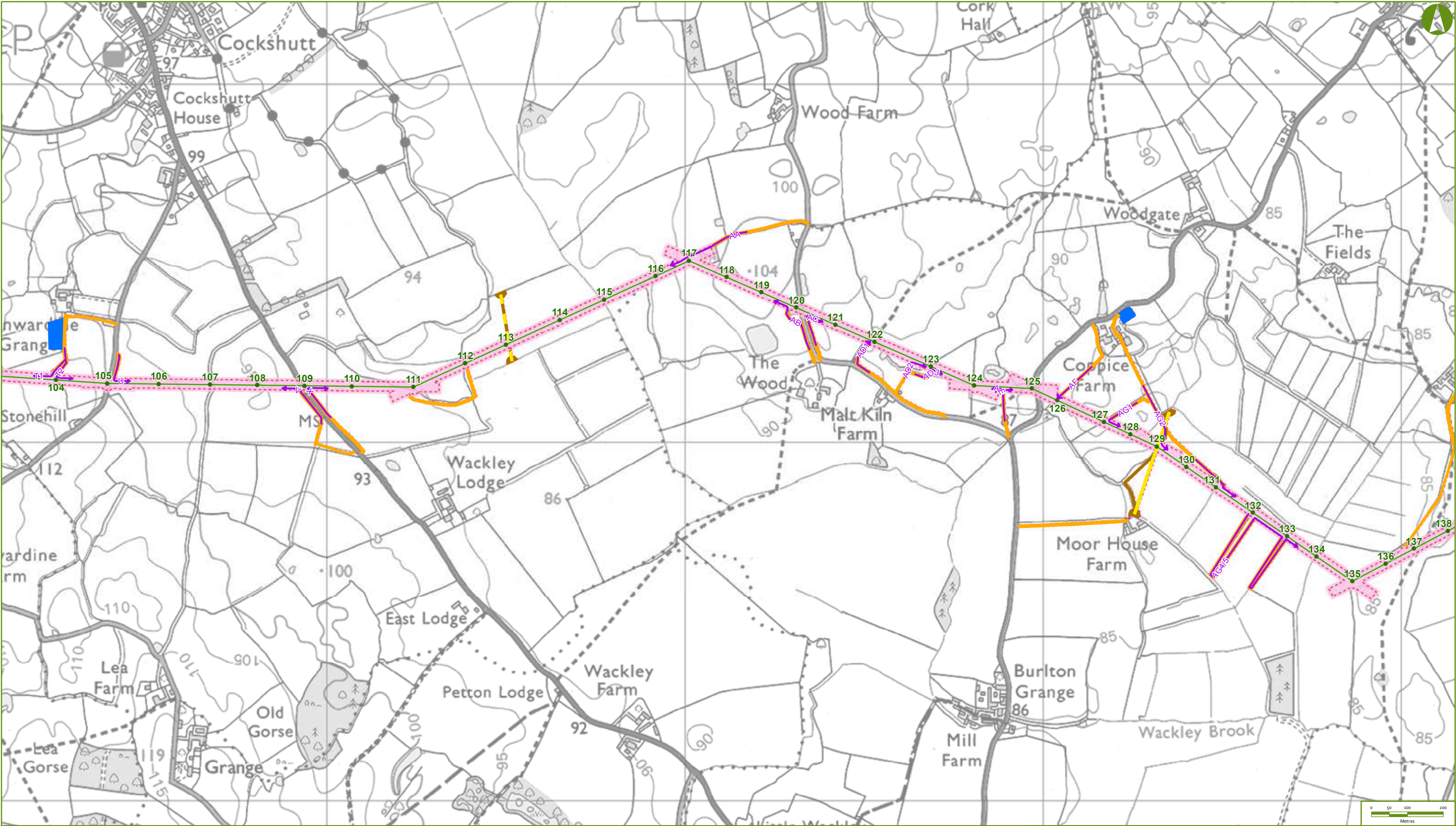
KEY

- Proposed 132 kV Pole Positions
 - Preferred Line Route (of the 132 kV Overhead Line)
 - Construction and Operations Corridor
 - 40m Consultation Boundary
 - Proposed 132 kV Underground Cable
- Proposed Temporary Access
 - Direction of Construction Access
 - Proposed Temporary Laydown Areas
 - Undergrounding of Existing Lower Voltage Overhead Line Crossings
 - Section of Existing Lower Voltage Overhead Line to be Removed
- Section of Existing Lower Voltage Overhead Line to be Removed and Undergrounded
 - Oswestry Substation
 - Wem Substation

Note:
Access and undergrounding routes not drawn to scale, for illustrative purposes only. The Construction and Operations corridor generally has a width of 25m in total, centred on the Preferred Line Route. In general, the corridor width for undergrounding is 10m and the corridor for access routes is 5m.



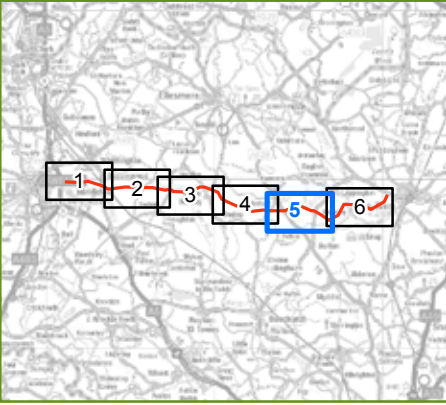
o	o8/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chkd	App'd
<div><div>GILLESPIES</div><div>SPENERGY NETWORKS</div></div>					
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT					
Chapter: CHAPTER 4: THE DETAILED LINE ROUTE DESIGN AND ASSOCIATED CONSTRUCTION WORKS					
Document Title: FIGURE 4.4. DESIGN FREEZE 4 - LOWER HORDLEY TO STANWARDINE					
Drawn: KC	Checked: KL	Approved: SE	Date: o8/11/2017	Sheet: 4 OF 6	Rev: o
Document Type: FIGURE		Scale: 1:10,000		Sheet Size: A3 (420 mm x 297 mm)	



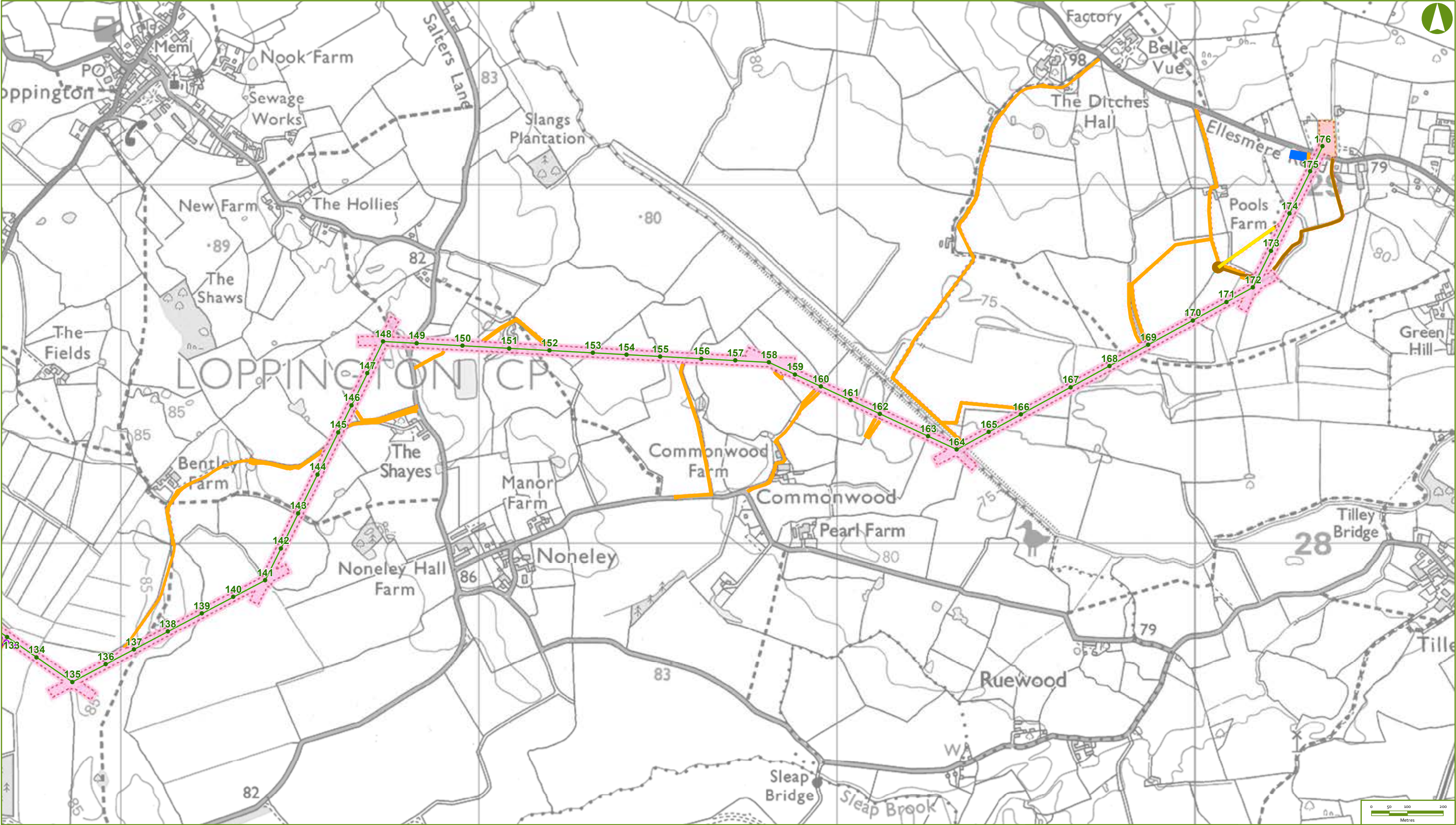
KEY

- Proposed 132 kV Pole Positions
- Preferred Line Route (of the 132 kV Overhead Line)
- Construction and Operations Corridor
- 40m Consultation Boundary
- Proposed 132 kV Underground Cable
- Proposed Temporary Access
- Direction of Construction Access
- Proposed Temporary Laydown Areas
- Undergrounding of Existing Lower Voltage Overhead Line Crossings
- Section of Existing Lower Voltage Overhead Line to be Removed
- Section of Existing Lower Voltage Overhead Line to be Removed and Undergrounded
- Oswestry Substation
- Wem Substation

Note:
Access and undergrounding routes not drawn to scale, for illustrative purposes only. The Construction and Operations corridor generally has a width of 25m in total, centred on the Preferred Line Route. In general, the corridor width for undergrounding is 10m and the corridor for access routes is 5m.



o	08/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chkd	App'd
GILLESPIES					
Scheme Name: NORTH SHROPSHIRE REINFORCEMENT PROJECT					
Chapter: CHAPTER 4: THE DETAILED LINE ROUTE DESIGN AND ASSOCIATED CONSTRUCTION WORKS					
Document Title: FIGURE 4.5 DESIGN FREEZE 4 - STANWARDINE TO WACKLEY BROOK					
Drawn: KC	Checked: KL	Approved: SE	Date: 08/11/2017	Sheet: 5 OF 6	Rev: o
Document Type: FIGURE		Scale: 1:10,000		Sheet Size: A3 (420 mm x 297 mm)	

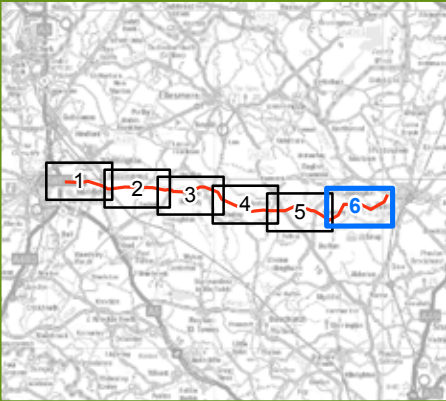


KEY

- Proposed 132 kV Pole Positions
 - Preferred Line Route (of the 132 kV Overhead Line)
 - Construction and Operations Corridor
 - 40m Consultation Boundary
 - Proposed 132 kV Underground Cable
- Proposed Temporary Access
 - Direction of Construction Access
 - Proposed Temporary Laydown Areas
 - Undergrounding of Existing Lower Voltage Overhead Line Crossings
 - Section of Existing Lower Voltage Overhead Line to be Removed
- Section of Existing Lower Voltage Overhead Line to be Removed and Undergrounded
 - Oswestry Substation
 - Wem Substation

Note:
Access and undergrounding routes not drawn to scale, for illustrative purposes only.
The Construction and Operations corridor generally has a width of 25m in total, centred on the Preferred Line Route. In general, the corridor width for undergrounding is 10m and the corridor for access routes is 5m.

Background Mapping information has been reproduced from the Ordnance Survey map by permission of Ordnance Survey on behalf of The controller of Her Majesty's Stationery Office. Crown copyright and database rights 2017. Ordnance Survey 0100031673. Contains OS data © Crown copyright and database right 2017.
Document Path: R:\P10787-00 001 NSRP Dec 2016\Figures\GIS\Layouts\Updated Line Route Report - SeptOct 17\P10787_ULRR_Figure_4.1-6.mxd



o	08/11/2017	UPDATED LINE ROUTE REPORT 2	KC	KL	SE
Rev	Date	Description	Made	Chk'd	App'd
<div><div>GILLESPIES</div><div>NORTH SHROPSHIRE REINFORCEMENT PROJECT</div><div>CHAPTER 4: THE DETAILED LINE ROUTE DESIGN AND ASSOCIATED CONSTRUCTION WORKS</div><div>FIGURE 4.6 DESIGN FREEZE 4 - WACKLEY BROOK TO WEM SUBSTATION</div></div>					
Drawn: KC	Checked: KL	Approved: SE	Date: 08/11/2017	Sheet: 6 OF 6	Rev: o
Document Type: FIGURE		Scale: 1:10,000		Sheet Size: A3 (420 mm x 297 mm)	