

The North Wales Wind Farms Connection Project

SP Manweb's Response to Post Hearing
Submission from Denbighshire County Council
submitted at Deadline 3

Application Reference: EN020014

Deadline 4 Submission
9th November 2015



The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

The North Wales Wind Farms Connection Project

SP Manweb's Response to Written Representations

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| <p>Denbighshire County Council Councillor Alice Jones</p> | <p><u>Agricultural land classification</u></p> <p>(1) The Welsh Government Rural Affairs team provided an outline ALC map based on 1997 data but this contained no detail of sub-division of Grade 3 land. Ms Jones considers this map and documentation given and used by SMP is the wrong version and therefore inaccurate and the line for erecting the poles has not taken into account the official guidelines as laid down in the MAFF Blue Book of Agricultural Land Classification.</p> <p>(2) It is well known and understood by DEFRA and the Welsh Planning Inspectorate that “cumulative loss” and taking away good quality land “bit by bit” can deplete the county and Wales as a whole of a very important finite resource which must be protected and safeguarded from being used for development purposes.</p> <p>(3) PPW 4.10 - If grade 1, 2 and 3a is identified in this line corridor an alternative routes on lower quality land should be investigated. There is no evidence to show the land grading survey has taken place.</p> <p>(4) If grade 3b or poor Grade 4 predominates in certain areas, although this is less significant on a national scale, such land can be locally very valuable to the small to medium agriculture units.</p> <p>(5) PPW- 3.4.3/3.4.6 - Policies clearly state land grading exercise must be carried out when developing larger schemes. This has not taken place.</p> <p>(6) The present “Provisional” outline ALC map</p> | <p>Point 1</p> <p>SP Manweb can confirm the assessment process of Agricultural Land Classification as part of the Proposed Development was robust and has been addressed in the following documents:</p> <ul style="list-style-type: none"> • SP Manweb’s Comments on Denbighshire County Council Local Impact Report and Written Representation (SPM NWWFC DCC LIR & WR, Examination Library Reference REP2-022) submitted as part of Deadline 2 highlights the process which was adopted given consideration to ALC data and the routing of the Proposed Development. • Written Summary of SP Manweb's Oral Case put at the Issue Specific Hearing Day 3 and Appendices (SPM NWWFC ISH03, Examination Library Reference REP3-036) submitted as part of Deadline 3 stated: <ol style="list-style-type: none"> 1. A request was made to the Welsh Government Rural Affairs team who were able to provide an outline ALC (Agricultural Land Classification) map based on 1977 data, but this contains no detail on sub division of grade 3 land. 2. The ALC system was introduced in 1966 with the whole of England and Wales being mapped from reconnaissance field surveys, to provide general strategic guidance on land quality for planners. This Provisional Series of maps was published on an Ordnance Survey base at a scale of One Inch to One Mile in the period 1967 to 1974. They show only five grades: their preparation preceded the subdivision of Grade 3 and the refinement of criteria, which occurred after 1976 (MAFF). 3. Since 1976, selected areas have been resurveyed in greater detail and to revised guidelines and criteria. Information based on detailed ALC field surveys in accordance with current guidelines (MAFF, 1988) is the most definitive source. <p>Point 2</p> <p>SP Manweb recognises the concept of ‘cumulative loss’ in regard to development of ‘BMV’ land, however can confirm the ‘land take’ and financial implications to agricultural businesses impacted by the Proposed Development is considered minimal and this was explained in full at the Issue Specific Hearing and is summarised in the following document:</p> <ul style="list-style-type: none"> • Written Summary of SP Manweb's Oral Case put at the Issue Specific Hearing Day 3 and Appendices (SPM NWWFC ISH03, Examination Library Reference REP3-036) submitted as part of Deadline 3, Section 3.9 – 3.11 outlining land take and the financial implications of this. <p>Furthermore, SP Manweb can confirm the proposed development is not restricting or impacting the land being utilised in an alternative way (in terms of cropping range for example).</p> <p>In response to Points 3, 5 and 6</p> <p>SP Manweb has addressed the justification of the assessment process of Agricultural Land Classification as part of the Proposed Development in the following documents:</p> <ul style="list-style-type: none"> • SP Manweb’s Comments on Denbighshire County Council Local Impact Report and Written Representation (SPM NWWFC DCC LIR & WR, Examination Library |

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| | <p>based on 1977 data provided by the Welsh Government Rural Affairs Team which showed no detail on sub-division of land grade 3 cannot be relied upon to plan the line for North Wales Wind Farm Connection Project.</p> | <p>Reference REP2-022) submitted as part of Deadline 2, p100-106</p> <ul style="list-style-type: none"> • SP Manweb's Responses to Written Representations (SPM NWWFC Comments on WRs, Examination Library Reference REP2-015) submitted as part of SP Manweb's Deadline 2 Submission; specifically, SP Manweb's responses to the specific issues of Agricultural Land Classification from: <ol style="list-style-type: none"> 1. Respondent: Campaign for the Protection of Rural Wales Clwyd Branch, p40 2. Cefn Meiriadog and Glascoed Road Residents and Users Group, p68 <p>In addition, as part of the representations made at the Issue Specific Hearings, SP Manweb explained the reasoning why a detailed ALC survey was not undertaken to determine the detailed sub division of grades 3a and 3b. This is summarised in the following document:</p> <ul style="list-style-type: none"> • Written Summary of SP Manweb's Oral Case put at the Issue Specific Hearing Day 3 and Appendices (SPM NWWFC ISH03, Examination Library Reference REP3-036) submitted as part of Deadline 3, section 3.8 which states: • The result of the survey would not change the proposed route as a number of factors have led to the finalised routing position, not limited to, landscape and visual, biodiversity and social and economic impacts. Land class was a consideration as stated in the ES – Planning Considerations (DCO Doc 6.4). The route has been devised to minimise the impacts and reduce pole numbers which ultimately limits the impact on agriculture and the land take required. <ol style="list-style-type: none"> b. I would consider the impact on agricultural in terms of land take and land management impacts are minor given the limited footprint created from this proposed development. Indeed, if a route was to be devised to avoid 'islands' of grade 3a land, this would ultimately increase the impact of the project on land take and land managers as a longer route and therefore more poles would be required. c. The time and intrusive nature of the survey that would have to be undertaken to determine the sub grades. Soil cores have to be taken at 1 point every hectare. The project from start to finish has focused on minimising potential impacts to land managers. <p>Point 4</p> <p>SP Manweb can confirm the impacts of the proposed development have been considered in full for all farming types and units along the line of the Proposed Development. As part of the representations made at the Issue Specific Hearings, SP Manweb explored the implications of the Proposed Development on agricultural units by provided detailed gross margins of a range of 'typical' crops grown in the area. This is summarised in the following document:</p> <ul style="list-style-type: none"> • Written Summary of SP Manweb's Oral Case put at the Issue Specific Hearing Day 3 and Appendices (SPM NWWFC ISH03, Examination Library Reference REP3-036) submitted as part of Deadline 3, section 3.9 – 3.11. <p>Furthermore, an affected person has the right to include any specific in their claim for any compensation as a result of SP Manweb exercising compulsory acquisition rights granted under the Order.</p> |
| Denbighshire | <u>Safety of agriculture workers and contractors</u> | (1) SP Manweb has addressed concerns of the additional health and safety risks to agriculture workers as a result of the Proposed Development in the following |

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| <p>County Council Councillor Alice Jones</p> | <p>(1) Overhead cables are a constant danger to machine drivers and animals in time of storms in an industry already known for more accidents and deaths occurring than any other occupation.</p> <p>(2) Last year there were 89 incidents on farmland in North Wales and Merseyside. This is an extremely high number as the harvest and field work involved lasts just over six months of the year. No other industrial sector would have to tolerate having an average of one accident on site per week from electricity lines and poles. No company should be allowed to perpetually put in danger any workers. It is totally unacceptable and morally unethical for a company like SPM to continue to expose workers to this high risk of harm when they are aware of the possibilities.</p> <p>(3) Use of information sheets only is not sufficient.</p> <p>(4) The proposed Development does not comply with the policy test outlined in PPW7.</p> | <p>documents:</p> <ul style="list-style-type: none"> • SP Manweb's Comments on Denbighshire County Council Local Impact Report and Written Representation (SPM NWWFC DCC LIR & WR, Examination Library Reference REP2-022) submitted as part of Deadline 2, which responds to the issues of the health and safety considerations of the proposed development, p107. • SP Manweb also added to this with oral representations at the Issue Specific Hearings (Day 3) that evidenced examples of the health and safety implications which stated: • 'With regard to modern machinery getting larger and being able to manoeuvre safely near the poles and under the power lines; Mr Stewart had the following comments. Firstly, it was highlighted, the proposed 132kV Overhead Line will have a minimum height of 6.7m above ground level. This is compared to an 11kV line which is common place around the U.K which has a minimum height of 5.2m above ground. Therefore, this pole design gives an additional 1.5m of clearance.' <p>And</p> <p>'In terms of machinery size, if an example is taken of one of the biggest combine harvesters on the market, a Class Lexion 780, this has a maximum height of 4.8m when the spout extended. A Jaguar Class 980 forage Harvester has a maximum working height of 6.3m. Both these large modern machines are below the minimum height of the proposed line at 6.7m above the ground and therefore can manoeuvre safely under the power lines and around the poles.'</p> |
| <p>Denbighshire County Council</p> | <p><u>Summary of opening presentation at the hearing by Andrew Sumner, Landscape consultant for Denbighshire County Council</u></p> <p>The Council considers that wooden poles would be of sufficient height and diameter to be intrusive forms in the landscape and would cause adverse visual impacts on residential properties and public space. Photographic evidence was submitted illustrating the type of electricity and telecom pole proposed as part of the North Wales connection.</p> <p>Undergrounding has not been properly considered as a means of avoidance of impact</p> | <p>1. A response to A Sumner's comments was provided in SP Manweb's Comments on Denbighshire County Council's Local Impact Report and Written Representation (Examination Library Reference REP2-022)The comments (as set out in this document) are responded to in the following paragraphs of those documents:</p> <p>WR Paragraph 3.2.48 - alternative to <i>Fraxinus</i> (ash) in planting proposals.</p> <p>WR Paragraph 3.2.42 – effects of Chalara on ash trees.</p> <p>LiR Section 8: Para 8.1.2 – effects of the scheme on the landscape.</p> <p>LiR Section 8: Para 8.1.3 & 8.1.4 and WR 3.2.4 & 3.2.5 – appearance of wood pole structures.</p> <p>LiR Section 8: Para 8.1.5 WR 3.2.5 – effects of wood pole structures on public rights of way (PRoW), roads and properties.</p> <p>LiR Section 8: Para 8.3.1 and WR 3.2.21 to 3.2.23 – viewpoints and 'worst case scenario'.</p> <p>LiR Section 8: Para 8.4 and WR 3.2.46 – 3.2.47 – long term maintenance of mitigation planting.</p> <p>LiR Section 8: Para 8.5 – assessment of landscape and visual impacts, including a clarification of the term moderate-major.</p> |

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| | <p>during the design and selection of an alternative route. It is possible that a different preferred route would have been considered. Significant visual and landscape impacts such as sky lining would be reduced if burial had been considered.</p> <p>The visual impact assessment is not comprehensive. There is a failure to assess the effects on all public rights of way.</p> <p>Concern over winter time photomontages do not present the worst case impact. Site inspection indicates summer assessment should be considered.</p> <p>Clarification of term moderate-major is required. Moderate and major effects are significant and there is a need to reconsider the criteria for undergrounding.</p> <p>Consideration of the likely effect of Ash Die back disease. Loss of tree would worsen visual impacts of the proposed development.</p> <p>How will SP Manweb be legally responsible for sustaining mitigation to fulfil commitments beyond 5 years of aftercare when planting is returned to the landowner?</p> | <p>LiR Section 8: Para 8.6 – assessment of cumulative landscape and visual impacts.</p> <p>LiR Section 8: 8.2.1 to 8.2.3 and WR 3.2.6 to 3.2.9 – undergrounding.</p> <p>LiR Section 8: 17.1.1 & 17.1.3 – undergrounding.</p> <p>WR 3.2.24 & 3.2.25 – viewpoint locations.</p> <p>WR 3.2.26 – 3.2.29 –clarification of what is meant by the term ‘significant’.</p> <p>WR 3.2.31 – 3.2.41 - clarification of the term ‘serious concerns’.</p> <p>The rights being sought in relation to planting are explained in Appendix One of the Appendices submitted with the oral summary of the Compulsory Acquisition Hearings for Deadline 3 (Examination Library Reference REP3-035).</p> <p>2. In assessing the accuracy of DCC’s submitted document illustrating the comparison of pole heights, an explanation of the methodology and process used to produce the document would be necessary to make judgement.</p> <p>GLVIA3 sets out detailed standards for the production of photomontages and the utilisation of 3D modelling packages. The landscape consultants responsible for producing the Denbighshire illustration would be able to cross reference these standards when explaining their methodology and thus confirm its accuracy and suitability as a submitted document.</p> <p>For comparative purposes, when creating photomontages Gillespies follow the methodology outlined below, and would indicate on each photomontage relevant information including grid reference, elevation, viewer height, date and time, field of view, camera and lens and recommended viewing distance.</p> <p>Photomontages are produced in accordance with the following guidance documents:</p> <ul style="list-style-type: none"> • The Landscape Institute/IEMA Guidelines for Landscape and Visual Impact Assessment (GLVIA3); • Landscape Institute Advice Note 01/09 (Use of photography in landscape and visual assessment); and • Scottish Natural Heritage (SNH) Visual Representation of Windfarms: Good Practice Guidance. <p>For each photomontage location a series of high resolution photographs are taken with full sensor SLR camera with 50mm prime lens, which gives an angle of view similar to that of the human eye (approximately 40°). Precise panoramic photographs are taken by mounting the camera in landscape format on a tripod which has been set at eye level (1.6m) and levelled horizontally and laterally by means of a camera mounted spirit level. Photos are stitched together using industry standard software.</p> <ol style="list-style-type: none"> I. GPS locations are recorded of the photo location and viewpoint reference markers, giving the relevant grid reference and height data. II. The proposed development is created in the 3D modelling application (Autodesk 3D Studio Max) using data received from engineers, along with a terrain model of the surrounding area, produced using OS Landform xyz data. |

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| | | <p>III. Viewpoint cameras are created with the same settings as the camera and lens and located in the 3D modelling application using recorded GPS co-ordinates. Reference markers are placed using recorded co-ordinates used to align the cameras, matching precisely the view to the photograph.</p> <p>IV. A lighting environment is then set up in the model, re-creating the same light as the conditions when the photo was taken. Textures and details are also added to model.</p> <p>V. For each photomontage, wireframe renders are generated, indicating the appearance of the proposed development. These wireframes are geometrically accurate depictions of the proposed development superimposed on a digital terrain model. The wireframes are produced based on a 1:10,000 scale digital terrain dataset (OS Land-Form PROFILE) using a model of the proposed wooden poles, which is also generated electronically to provide an accurate depiction of the appearance of the proposed development.</p> <p>VI. Wireframes are representative of the maximum theoretical visibility of the proposed overhead line on bare ground. In reality, the visibility of a development would be variable depending on both the weather, intervening screening from vegetation and the lighting conditions.</p> <p>3. For information, the heights of trees identified in the Arboricultural Survey can be referenced in the Tree Schedule Survey, Appendix 6.9.1 (DCO Document Ref 6.19.9, examination library reference APP-130). As an example, typical heights for Oaks reaching a maximum height of 21m, Lime 17m and Sycamore 22m.</p> |
| Denbighshire County Council | <p><u>Clarification of comments on duration of the development</u></p> <p>SP Manweb intends that the OHL would be in place for 125 years. This is a change from the duration set out in the ES Chapter 2 Description of the Proposed Development. The extended lifetime of the poles and cables will require additional maintenance with potential to disturb the surrounding landscape. The LVIA assessment based on a 40 year life and does not reflect the increased impacts of 125 year life. The LVIA underestimates the effect of duration.</p> <p>Taking into account the extended duration many landscape and visual impacts might be considered to rise from minor to moderate and from moderate to major thus requiring undergrounding as mitigation.</p> <p>The extended lifetime of the cables by over 3 times the original stated life will mean a longer period for the infrastructure to earn income to cover investment costs.</p> | <p>1. The LVIA has assessed the long term effects (i.e. effects still felt 15 years after construction and no longer declining) of the Proposed Development in accordance with GLVIA3 as explained in Paragraph 7.4.24 of Chapter 7, 'Landscape and Visual' (DCO Document Ref 6.7, examination library reference APP-098) of the ES.</p> <p>2. As explained in paragraph 7.4.26 of the ES, the design life of the proposed development is 40 years, therefore the operational effects are described as long term but potentially reversible.</p> <p>3. The construction and decommissioning effects of the Proposed Development were assessed and the results presented in the Environmental Statement in paragraphs 6.5.1 – 6.5.4. The assessment concluded that the effects would be minor and therefore not significant. The landscape is one which experiences continuous change and disturbance. Based on this, SP Manweb consider that any ongoing maintenance effects even over a 125 year period would similarly be minor and therefore not significant.</p> <p>SP Manweb also considers that the effects of intermittent maintenance operations are not cumulative and therefore does not consider that multiple minor effects over the long term would combine to give an effect which could be considered significant.</p> <p>The Applicant considers that should the substation be retained for 125 years, no moderate or major effects will arise. This is because landscape and visual effects are determined by combining judgements about the predicted magnitude of change with the sensitivity of the receptor. Based on what is currently known about the area and the felling and replanting of the Forest, the magnitude of change will not change. The sensitivity of the receptors if anything will decrease as the landscape changes further with the proposed wind farm developments. Therefore if the magnitude of change and the sensitivity of the receptors doesn't change (or as is more likely, decreases, then there is no reason for the effects to increase).</p> <p>4. At no point has SP Manweb changed its conclusions as to how to undertake the assessment of landscape and visual effects. Chapter 2 of the Environmental Statement does not state that the life of the Overhead Line will be 25 years. It explains that <i>"The need for the connection is dependent on the four wind farms, which have an operational life of 25 years. The operational life of a 132kV overhead line is approximately 40 years therefore longer than the lifespan of the wind</i></p> |

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| | <p>Undergrounding would therefore be more affordable to deliver reduced landscape and visual impacts.</p> | <p><i>farms. Operational requirements of the local electrical network and associated demand would be kept under continuous review throughout this period to determine the long term use and retention of the connection, prior to any decommissioning decision being taken</i>". This position was also reiterated in the oral summary to Day 2 of the Issue Specific Hearing paragraph 3.4 (Examination Library reference REP3-037). The environmental impact assessment does fully consider all long term effects for the life of the proposed development.</p> <p>5. Regarding the extended lifetime of the cables and costings, please see the Lifetime Costs Report submitted by SP Manweb at Deadline 4 (DCO Document Reference SPM NWWFC CR, Examination Library Reference REP4-024).</p> |
| <p>Denbighshire County Council</p> | <p><u>Clarification of comments on the topic of significance of effects</u></p> <p>The decision as to whether or not to place cables underground or overhead depends upon the way in which these terms are understood:</p> <p>Serious Concerns Significant Effects Moderate and Major Effects</p> <p>The developer's justification is based on a flawed premise.</p> <p>A more justifiable and logical approach to addressing the policy statement for energy would be to identify all locations where there are significant adverse landscape and visual effects and then to consider what benefits undergrounding could achieve in those locations.</p> | <p>Mr Sumner states that, "SP Manweb has chosen to define 'serious concerns' as being significant adverse effects. This is later clarified to mean 'effects which are predicted to be major or moderate significance'".</p> <p>This point is incorrect SP Manweb consider any effect identified as moderate or major to be significant, but only consider effects which are identified as major to raise serious concerns. This point has been clearly explained in the following responses and documentation:</p> <ul style="list-style-type: none"> • Response 8.1 in Response to the Examining Authority's First Written Questions (examination library reference REP1-095).; and • WR 3.2.6 – 3.2.9 in SP Manweb's Comments on Denbighshire County Council Local Impact Report and Written Representation (DCO Document Ref EN020014, examination library , reference REP2-022 <p>Please also refer to Appendix Seven in the Oral Summary to the Issue Specific Hearing held on 30 September 2015 - Action Number 12:</p> <p>The Applicant is Requested to Provide a Definition of Magnitude in the Context of Visual Impact in Writing (examination library reference REP3-037).</p> <p>The paper presented in Appendix Seven of the Oral Summary to the Issue Specific Hearing held on 30 September 2015 - Action Number 12 sets out the LVIA methodology and provides more detailed indicative criteria for predicting the magnitude of change likely to arise and a description of what is meant by negligible, minor, moderate and major significance. It also explains that because landscape and visual effects are not quantifiable, each of the four categories covers a broad range of effects and represents a continuum or sliding scale. To clarify the position stated in Appendix Seven, where intermediate ranges are given e.g. 'moderate/ major', this does not refer to an effect which varies across the threshold range. Instead it indicates an effect which does not fall within the 'major' category, but is nevertheless at the higher end of moderate and bordering on major.</p> <p>SP Manweb will provide a further response as part of the Second Written Question Response 1.1, which is due to be submitted for Deadline 6.</p> |
| <p>Denbighshire County Council</p> | <p><u>Clarification of the status of Eriviat Park</u></p> <p>Andrew Sumner clarifies the status of Eriviat Park following a query raised on landscape and visual impact during the examination.</p> | <p>Eriviat Hall country house occupies a large, non-registered park and are both recorded in the regional Historic Environment Records (HER) of Denbighshire Council (HERS 101466, 48103).</p> <p>Eriviat Hall country house and parkland estate have been fully assessed in SP Manweb's historic environment chapter of the ES (Table 8.13 and Paragraph 8.7.69, Figures 5, 32).</p> <p>During the assessment, Network Archaeology, the historic environment consultants instructed by SP Manweb in relation to the proposed development, consulted Cadw and obtained the then current lists of Historic Landscape Areas, Scheduled (Ancient) Monuments) and Listed Buildings for Wales. Eriviat hall and park were not recorded on any of these lists.</p> <p>Network Archaeology receives regular updates from Cadw of changes to the lists, including newly designated assets and those assets which are no longer designated.</p> |

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| | | Network Archaeology has checked all updates received from Cadw since the original assessment was made and can confirm that Eriviat Hall country house and parkland estate remains an undesignated asset. |
| Councillor Joseph Welch | <p><u>Socio-economic impacts</u></p> <p>(1) Joseph Welch opens the hearing stating that there will be a negative significant impact on tourism from the proposed OHL route. Tourists are attracted to the area for the beautiful views, peace and tranquillity of the countryside. Potential losses of £10,000 in the first year of operation and approximately £400,000 over the 40 year life span. There is potential for further losses.</p> <p>(2) Mr Welch provided responses to specific elements of the socio-economics chapter provided by SP Manweb - key comments were made on the use of percentages and calculations. This was referenced in brief at the hearings.</p> <p>(3) Details were provided of size/volume comparisons for wooden poles</p> <p>(4) GB Ralley newspaper article from April 2015 was submitted;</p> <p>(5) Mr Welch provides a copy of the study titled "The Economic Value of Walking in Rural Wales", Peter Midmore.</p> | <p><i>“Whilst it is very difficult to put an exact figure on how much tourism will be lost by the pylon route ripping through the countryside there is one thing that is certain. It will have a negative impact etc”¹.</i></p> <ol style="list-style-type: none"> The statements made by Councillor Joseph Welch when opening the Hearing are assertions only and no evidence was presented by the Councillor or by Denbighshire County Council to support these contentions. Evidence presented to the Hearing by SP Manweb shows that comparative post-development evaluation of 275kV 46m high and 400kV 49m high lattice tower pylon based transmission lines demonstrates at worst only 1-2% of businesses considered that they had experienced a significant adverse impact, due to the visual impact of the projects. Given the height of the proposed wood pole structures any potential level of adverse impact on tourism businesses is therefore likely to be lower due to the potentially lesser landscape and visual impacts of the smaller structures. <p><i>Estimation of adverse effect upon businesses based on 10 being so affected resulting in a cumulative sum of £400,000 over 40 years².</i></p> <ol style="list-style-type: none"> The quantitative calculation of potential losses presented by Cllr Welch is based upon the premise that 10 self catering cottages will be adversely affected by the Proposed Development. No evidence has been presented to identify these 10 locations or to support the calculation of losses as presented. In order to respond to DCC, although it should be noted that SP Manweb does not accept as an appropriate approach, using 1-2% of tourism businesses being affected (as identified in the evaluation of lattice pylons) as a worst case basis to establish an adverse impact, and grossing up to 50 the number of businesses identified this would still represent impacts on only up to one business out of approximately 50 tourism related businesses within the surrounding area. . The assessment presented in Chapter 11 of the Environmental Statement identified 41 tourism related businesses (including self-catering accommodation). SP Manweb has addressed the robustness of its approach in its response to Denbighshire County Council Local Impact Report and Written Representation (SPM NWWFC DCC LIR & WR, Examination Library Reference REP2-022) and in the Written Summary of SP Manweb's Oral Case put at the Issue Specific Hearing Day 3 and Appendices (SPM NWWFC ISH03, Examination Library Reference REP3-036), In order to respond to DCC, although it should be noted that SP Manweb does not accept this as an appropriate approach, Using 1-2% of tourism businesses being affected (as identified in the evaluation of lattice pylons) as a worst case basis to establish an adverse impact, and grossing up to 50 the number of businesses identified, this would still represent impacts on only up to one business out of approximately 50 tourism related businesses within the surrounding area. . This is also set within the context of commentary in a report to the Scottish Government's Renewables Inquiry (2012). Within that report it is stated that: <i>“The findings of all tourism research should be seen within the context of tourism as a growth industry and thus any limited negative impact is likely to be an impact on growth rather than on current levels of tourism.”</i> In other words even at a worst case 2% adverse impact, this would be upon the growth in revenue to the business not upon the current absolute revenue amount. While this report dealt with the impact of wind farms on tourism, the generic point on the basis of tourism research and impacts is similarly applicable to power-lines. |

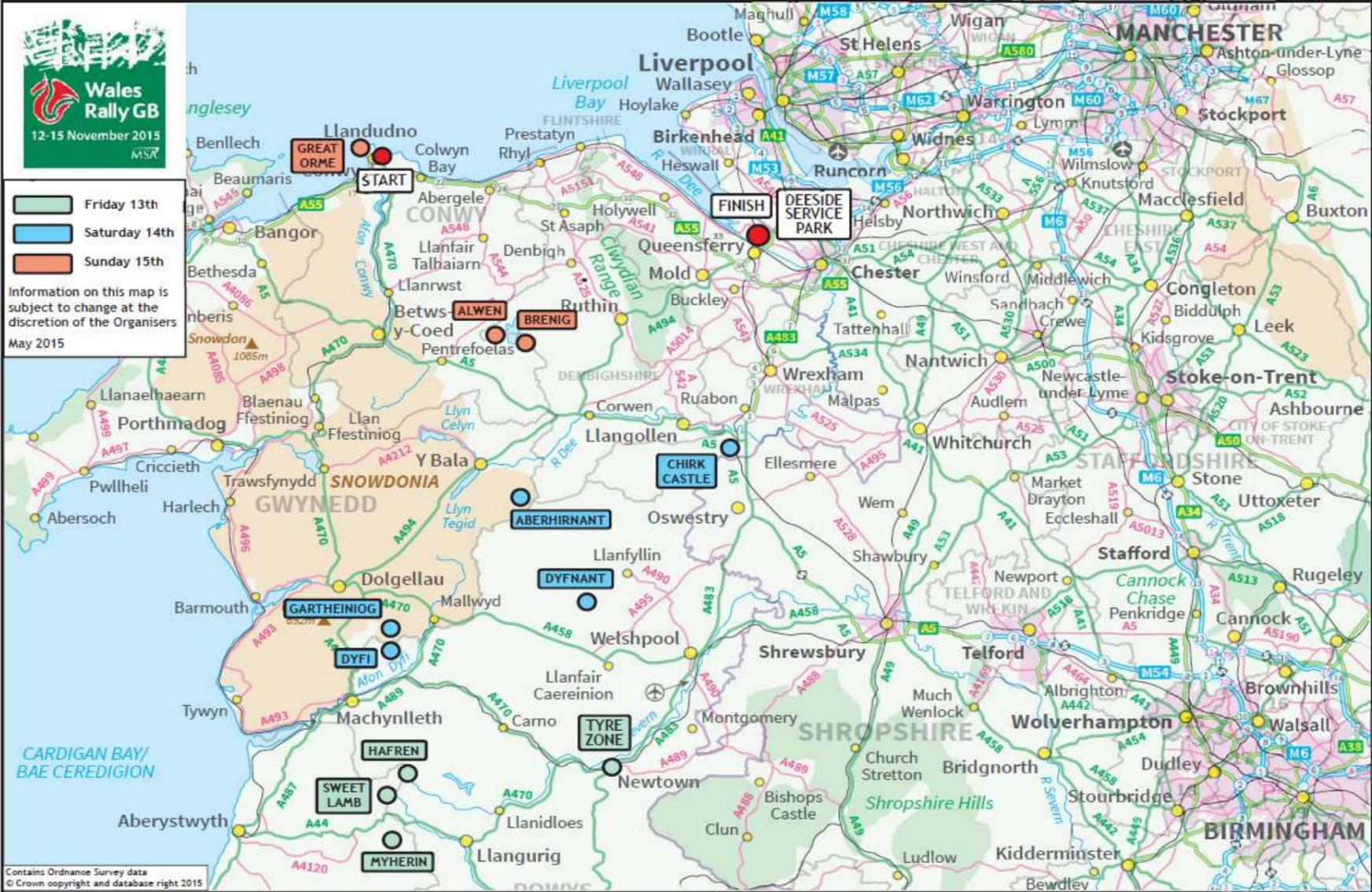
(1) ¹ Summary of Opening Remarks from Cllr Welch Paragraph 1

² Cllr Welch Para 2

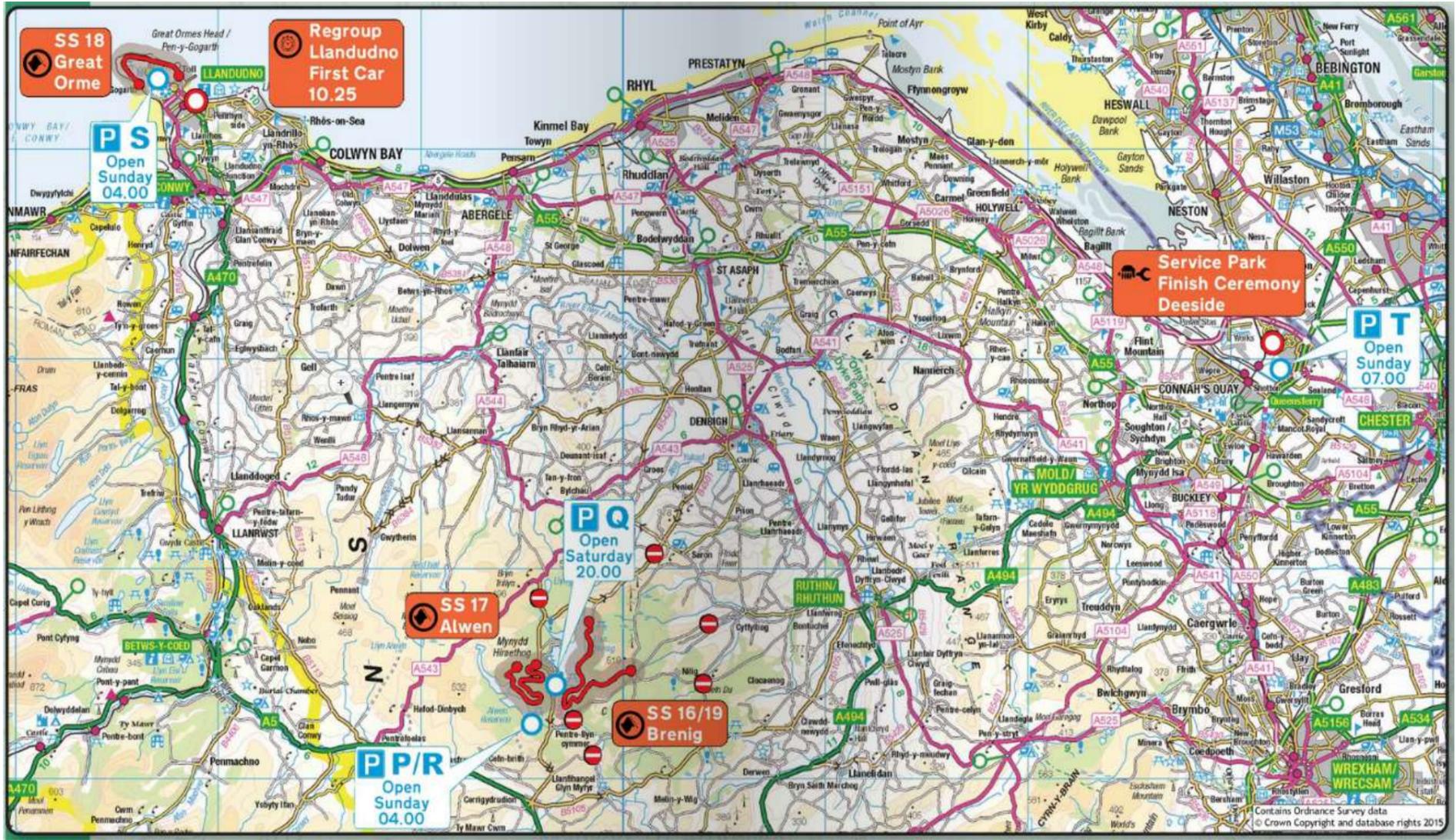
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| | | <p>Comments on para.11.6.7 (Chapter 11 of the ES) “My best estimate on the percentages is that only 12 answered.....”.</p> <p>8. All 15 respondents provided an answer and all 15 respondents provided an answer to the key question of potential impact on their business although only 13 responded to the question on potential impact on local tourism.</p> <p>9. The Applicant’s response to this point is set out in Issue Specific Hearing 1st October 2015 Oral Summary Paragraph.6.1.2 (a) (Examination Library Reference REP3-036)</p> <p>Comments on para.11.6.20 (Chapter 11 of the ES) being “Poorly worded.”</p> <p>10. The Applicant acknowledges that the 28% and 29% quoted represent the same figure and agrees that the figures vary due to rounding but should have been consistent.</p> <p>Comments on para.11.6.30 (Chapter 11 of the ES) ...“The one who said it could have positive impacts has been categorised as High Positive Impact.”</p> <p>11. The respondent to the survey (the results of which are presented in Chapter 11 of the Environmental Statement) stated that such impact would be regarded as ‘high positive’ although only during the construction period.</p> <p>Comments on para.11.6.32 and 11.6.33 (Chapter 11 of the ES) relating to the number of respondents</p> <p>12. The Applicant acknowledges that only 13 responses were received to the question on impact on tourism in the area and that only 6 responses were received to the question on duration of impacts.</p> <p>Wales Rally GB</p> <p>13. The Wales Rally GB is a well-established part of the FIA World Rally Championship and has been exclusively hosted in Wales since 2002, and moving to North Wales in 2013. The Rally provides a major visitor benefit to Wales overall with figures for 2014 quoted that would raise the area’s profile ‘nationally and internationally’ as follows:³</p> <ul style="list-style-type: none"> • 80,000 spectators watching the race in north and mid Wales over the last three days, with many visitors from Ireland and Europe • 20,000 people visiting the rally’s service park on Deeside • More than 400 members of the media from 30 countries all over the world covering the event • Rally broadcast to 60 million TV viewers in 150 countries • 160 competitors from 28 countries, from as far afield as Japan, Australia, New Zealand and Argentina. <p>14. It has been estimated that the event in 2014 ‘attracted around 45,000 visitors from outside Wales with an estimated direct economic impact of £9.6m⁴’.</p> <p>15. While the Rally is located in North Wales and SP Manweb accepts that competitors, organisers, and spectators driving around the area from point to point venues might have a passing sight of the proposed overhead line at some points. The focus of the four days (Thursday 12th- Sunday 15th November in 2015) is generally located well away from and at considerable distance from the proposed overhead line. Only on the Day 4 are Stages held anywhere near the proposed overhead line and then only to the south of the southernmost point of the line.</p> <p>16. Those Rally stages that are held within proximity of the proposed overhead line are Stages SS16/19 (Brenig) and SS17 (Alwen), both of which are located close to</p> |

³ ‘Wales Rally GB’s ‘massive’ opportunities for north and mid Wales’ (16/11/14) - <http://www.bbc.co.uk/news/uk-wales-30074197>

⁴ ‘Flagship motor sport event the Wales Rally GB accelerates forward with new three year funding deal’ (05/08/15) - <http://www.walesonline.co.uk/business/business-news/flagship-motor-sport-event-wales-9794358>

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| | | <p>the Llyn Brenig Reservoir. The Brenig stage(s) is ~5km from the most southern location of the proposed overhead line and the Alwen stage ~1-2km from the most southern location of the proposed overhead line.⁵ The Brenig stage also has the status of being the concluding 'Power Stage' of the Rally to ensure exciting car performance on the final day of the overall event.</p> <p>Map 1: Location of Wales Rally GB 2015 Events and Stages</p>  <p>The map displays the Wales Rally GB 2015 route. The start is at Great Orme on Friday 13th. The route proceeds through various stages: Alwen, Brenig, Chirk Castle, Aberhiraent, Dyfnant, Tyre Zone, Sweet Lamb, Myherin, and Hafren. The finish is at Deeside Service Park on Sunday 15th. The map covers North Wales, the Midlands, and parts of the West of England, showing major roads and geographical features like Snowdonia and Gwynedd.</p> |

⁵ Outline Rally Planner Day 4 map pp.38-39: <http://www.walesrallygb.com/spectators/rallyplanner.php>

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| | | <p data-bbox="908 401 1941 432">Map2: Wales Rally GB 2015 Day 4 Locations of SS16/19 Brenig and SS17 Alwen Stages</p>  <p data-bbox="908 1591 2801 1665">17. It is also worth noting that the Rally Planner for each of these stages in terms of direction instructions directs spectators away from the location of the proposed overhead line stating⁶:</p> <p data-bbox="1041 1686 2801 1759"><i>“From the west/south: Head for A5 Cerrigydrudion and then follow the signs for WRGB car park located at the Brenig Visitor Centre off the B4501. From the north: WRGB signage from Denbigh will direct you to the car parks. Please note that a one way system will be in operation and access is only from the south</i></p> |

⁶ Outline Rally Planner Stages SS16/19 and SS17 pp.40-41: <http://www.walesrallygb.com/spectators/rallyplanner.php>

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| | | <p><i>via Cerrigydrudion.”</i></p> <p>18. In addition, as part of the Rally to entertain those seeking more extensive entertainment in addition to the viewing of the cars and competition there are family based locations for RallyFests⁷. The events at Chirk Castle and Kinmel Park (in 2017) were introduced to the event last year and are specifically aimed at those spectators who wanted to experience all the excitement of the premier World Rally Championship without venturing into the forests.</p> <p>19. The RallyFest at Chirk Castle, is located ~32km south east of the most southern-most location of the proposed overhead line, and ~28km south west of the Brenig Rally stages location.</p> <p>20. Hence, those visitors seeking entertainment in addition to interest in the cars themselves at the event will be attracted to the RallyFest location(s) well removed from the proposed overhead line. Equally, those attending these specific stages within the area of the southernmost point of the proposed overhead line will approach the car-parking for the events from the south and via the B4501 and A55 on the managed one-way access.</p> <p>Key Issues and Comments</p> <p>21. SP Manweb accepts that the Rally is an important attraction to visitors and their expenditure to North Wales, which provides a major benefit to the local and wider economy in a period that is not peak-season for tourists and other visitors, and fills a gap in the season’s events calendar.</p> <p>22. It is noted that the focus of the Rally is largely spread out across North Wales with only two Stages on the last day 4 located anywhere within proximity of the power-line. Visibility of the proposed overhead line is likely to be minimal or non-existent to participants.</p> <p>23. The key attractions of the Rally and motorsport in general are the spectacle, the noise, the risk, and the spectacular action of the rally cars at speed covering unmade roads and tracks in challenging countryside conditions. The fact that the Brenig Stage is designated as a ‘Power Stage’ is illustrative of this factor. Motorsport also attracts a youthful audience with a key focus on the exciting action provided by events such as the Rally.</p> <p>24. For the proposed overhead line to have an adverse effect upon such participants in the Rally and have a knock-on effect on the tourism economy of the area, there would need to be a demonstrable and significant adverse reaction on the part of organisers and spectators to the presence of the proposed overhead line.</p> <p>25. However, any adverse perception of the view or visibility of built infrastructure such as power-lines, mobile phone masts, telegraph poles, etc is not an issue which features in any literature on the subject, and can reasonably be concluded as not being a key issue for competitors, organisers, or spectators. Therefore, SP Manweb considers it reasonable to conclude that any minor or fleeting views of the proposed overhead line will not have a significant adverse impact on the Rally.</p> <p>‘The Economic Value of Walking in Rural Wales’ (March 2000)</p> <p>26. The research is well out of date, making reference to sources some of which are now 20 years old.</p> <p>27. The report provides a potentially useful, however dated, statement of the estimated value of walking at year 2000 prices/values applicable to the whole of rural Wales. The Applicant accepts that walking and recreation are activities undertaken by many tourists and other visitors to Wales. However, the document does not present any useful information on the economic value of walking at a sub-regional or local level within Wales or the potential impact of overhead lines (or lack thereof) on walkers as visitors or tourists. Other evidence has been presented to the Hearing by the Applicant to demonstrate that no impact upon visitors or tourists is likely to occur and even if such impacts did occur they would be negligible.</p> <p>28. The March 2000 document was not reviewed and taken into account in the Chapter 11 assessment for the reasons outlined above.</p> |

⁷ Wales Rally GB: Chirk Castle and Kinmel Park RallyFests set to entertain all ages (04/11/14): <http://www.dailypost.co.uk/whats-on/family-kids-news/>

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| Denbighshire County Council Ilan Weaver | <p><u>Agricultural Land Classification and Health and Safety</u> - Ian Weaver</p> <p>(1) Absence of information means it is impossible to assess compliance with PPW 4.10 - no investigation as to whether previously developed land in lower grades is unavailable.</p> <p>2) Details of two sites where an ALC survey was requested are provided (a) the crematorium on Glascoed Road; and (b) Lleweni - holiday lodge.</p> <p>(3) Increased health and safety risk for agricultural workers from the presence of OHL which should support the case for undergrounding.</p> | <p>1. SP Manweb has addressed the justification of the assessment process of Agricultural Land Classification as part of the Proposed Development in the following documents:</p> <ul style="list-style-type: none"> • SP Manweb's Comments on Denbighshire County Council Local Impact Report and Written Representation (SPM NWWFC DCC LIR & WR, Examination Library Reference REP2-022) submitted as part of Deadline 2, p100-106 • SP Manweb's Responses to Written Representations (SPM NWWFC Comments on WRs, Examination Library Reference REP2-015) submitted as part of SP Manweb's Deadline 2 Submission; specifically, SP Manweb's responses to the specific issues of Agricultural Land Classification from: <ul style="list-style-type: none"> 1. Respondent: Campaign for the Protection of Rural Wales Clwyd Branch, p40 2. Cefn Meiriadog and Glascoed Road Residents and Users Group, p68 <p>In addition, as part of the representations made at the Issue Specific Hearings, SP Manweb explained the reasoning why a detailed ALC survey was not undertaken to determine the detailed sub division of grades 3a and 3b. This is summarised in the following document:</p> <ul style="list-style-type: none"> • Written Summary of SP Manweb's Oral Case put at the Issue Specific Hearing Day 3 and Appendices (SPM NWWFC ISH03, Examination Library Reference REP3-036) submitted as part of Deadline 3, section 3.8 which states: <ul style="list-style-type: none"> a. The result of the survey would not change the proposed route as a number of factors have led to the finalised routing position, not limited to, landscape and visual, biodiversity and social and economic impacts. Land class was a consideration as stated in the ES – Planning Considerations (DCO Doc 6.4). The route has been devised to minimise the impacts and reduce pole numbers which ultimately limits the impact on agriculture and the land take required. b. I would consider the impact on agricultural in terms of land take and land management impacts are minor given the limited footprint created from this proposed development. Indeed, if a route was to be devised to avoid 'islands' of grade 3a land, this would ultimately increase the impact of the project on land take and land managers as a longer route and therefore more poles would be required. c. The time and intrusive nature of the survey that would have to be undertaken to determine the sub grades. Soil cores have to be taken at 1 point every hectare. The project from start to finish has focused on minimising potential impacts to land managers. <p>2. In reference to two sites where ALC Survey was requested (a. the crematorium on Glascoed Road and b. Lleweni Holiday Lodges), SP Manweb have the following comment:</p> <p>Both planning applications involved the permanent change of use of the sites which effectively prevented the sites from being utilised for agricultural uses ever again. This is not the case for the Proposed Development of the overhead line which will not impact on the future potential cropping flexibility of the fields. The limited 'land take' area is highlighted in the following document:</p> <ul style="list-style-type: none"> • SP Manweb's response to actions from Issue Specific Hearing Day 3, Agenda point 10.2, Action point 1 which provides a detailed breakdown of the assumed land take area and associated financial loss. <p>3. SP Manweb has addressed concerns of the additional health and safety risks to agriculture workers as a result of the Proposed Development in the following documents:</p> <ul style="list-style-type: none"> • SP Manweb's Comments on Denbighshire County Council Local Impact Report and Written Representation (SPM NWWFC DCC LIR & WR, Examination Library Reference REP2-022) submitted as part of Deadline 2, which responds to the issues of the health and safety considerations of the proposed |

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| | | <p>development, p107.</p> <ul style="list-style-type: none"> • SP Manweb's response to Actions 10 and 11 from Issue Specific Hearing Day 3 submitted as part of Deadline 4 which provides data of instances of fires and snapping cables associated with 11kV and 132kV overhead lines. • SP Manweb also added to this with oral representations at the Issue Specific Hearings (Day 3) that evidenced examples of the health and safety implications which stated: <p>With regard to modern machinery getting larger and being able to manoeuvre safely near the poles and under the power lines; Mr Stewart had the following comments. Firstly, it was highlighted, the proposed 132kV Overhead Line will have a minimum height of 6.7m above ground level. This is compared to an 11kV line which is common place around the U.K which has a minimum height of 5.2m above ground. Therefore, this pole design gives an additional 1.5m of clearance.'</p> <p>And</p> <ul style="list-style-type: none"> - 'In terms of machinery size, if an example is taken of one of the biggest combine harvesters on the market, a Class Lexion 780, this has a maximum height of 4.8m when the spout extended. A Jaguar Class 980 forage Harvester has a maximum working height of 6.3m. Both these large modern machines are below the minimum height of the proposed line at 6.7m above the ground and therefore can manoeuvre safely under the power lines and around the poles.' <p>And</p> <p>Minimum height of cables above existing ground level;</p> <p>(a) The Applicant designs its electricity lines in accordance with the requirements of the ESQC regulations;</p> <p>(b) It is also required to ensure that the electricity lines are designed in accordance with the requirements of HSE guidance note GS6;</p> <p>(c) Energy Networks Association Technical Specification 43-08, underpins the above documents;</p> <p>(d) The above documents are included at Appendix Eight;</p> <p>(e) The lowest conductor physically on a HDWP overhead line is the warth/communications wire (which is normally at zero Volts), and this has been used for the purposes of determining clearances.</p> <p>The minimum ground clearances for a 132kV overhead electricity line is 6.7m across fields and roads. The ground clearance for the 132kV Overhead Line does not fall below 6.7m at any point over the route.</p> |
| Denbighshire County Council – Denbighshire Highways Officer | <p><u>Highways Matters - Comments from Denbighshire Highways Officer on articles 13-16 of the Order</u></p> <p>(1) As a highway authority DCC does not agree with the transfer of highway powers to the undertaker. When any applications are received there would be no reason why these could not be dealt with by the Highway Authority at the appropriate time in line with current procedures. These comments cover all sections.</p> | <p>SP Manweb maintains that the powers included in articles 10-16 of the draft development consent order ("DCO") are necessary and it is appropriate for them to be retained in the draft DCO.</p> <p>Similar provisions are included in other development consent orders:</p> <ol style="list-style-type: none"> 1. The National Grid (North London Reinforcement Project) Order 2014 (S.I. 2014/1052); and 2. The draft National Grid (Hinkley Point C Connection Project) Development Consent Order <p>Further, articles 11, 13, 15 and 16 are either model provisions or amendments to the model provisions. This indicates that the provisions were considered acceptable by the legislature.</p> <p>The inclusion of the articles is appropriate as it provides the powers for the undertaker to carry out the works necessary for the Proposed Development (i.e. the authorised development) without having to obtain further consents/permissions. This was the intention of the development consent process – to provide a one-stop shop for the</p> |

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| | <p>(2) In relation to part 3 section 10 powers to alter the streets, DCC does not agree with this. The Highway Authority would need to approve all works as there may be safety implications, a legal agreement may also be required depending on the scope of the works being carried out.</p> <p>(3) The Notice normally required for closures was provided by way of example to the Examining Authority.</p> | <p>consenting of large infrastructure projects.</p> <p>SP Manweb is currently in correspondence with DCC in respect of articles 10-16 with the view to agree their inclusion in the draft DCO. These discussions are on-going and SP Manweb's position is set out below.</p> <ol style="list-style-type: none"> 1. ARTICLE 10 (POWER TO ALTER LAYOUT, ETC., OF STREETS) <ol style="list-style-type: none"> 1.1 Article 10 allows SP Manweb to alter the layout of a street for the purposes of the authorised development. SP Manweb can alter the layout of the streets in Schedule 3 to the Order to accommodate the authorised development. 1.2 Where the street is not listed in Schedule 3, SP Manweb would be required to obtain the consent of the relevant street authority (paragraphs (2) and (4)). 1.3 Schedule 3 refers to permanent and temporary alteration of the street layout (for the authorised development, these works involve the creation of accesses into fields along the highway network as can be seen from Schedule 3) and a provision is included to secure restoration works where the alteration is for a temporary period only. SP Manweb is aware that in some cases the relevant land owners will not want the access works to be restored as they will improve the existing access arrangements. Therefore, this Article allows the street authority to agree that the restoration works do not need to be undertaken (paragraph (3)). 1.4 Whilst Article 10 provides SP Manweb with the power to make these access amendments to the layout of streets, SP Manweb would not be able to carry out those amendments until the design of the accesses had been approved by the relevant highway authority under Requirement 9 (Highway works). Requirement 9 prevents SP Manweb from constructing or altering any permanent or temporary means of access to a highway until the relevant highway authority has approved the design and layout of the means of access. 1.5 Therefore, SP Manweb will need the consent from DCC: <ol style="list-style-type: none"> 1.5.1 in respect of the alterations identified in Schedule 3, under Requirement 9 of the DCO; and 1.5.2 in respect of any other alterations, under Article 10(4) and Requirement 9. 2. ARTICLE 11 (STREET WORKS) <ol style="list-style-type: none"> 2.1 Article 11 is a model provision intended to permit in certain streets (as specified in Schedule 4 of the DCO) the carrying out of street works for the purposes of the authorised development. This is reasonable given the nature of the Proposed Development, as an NSIP. It has been amended so that the purposes for which street works can be undertaken (paragraph (1)) are specific to the authorised development and reflect the street works powers available to SP Manweb in Schedule 4 to the Electricity Act 1989. 2.2 This Article does not remove the need for consent from DCC but instead provides a statutory right for the purposes of NRSWA (where SP Manweb must either have a statutory right or a street licence). SP Manweb would have a statutory right under the Electricity Act in any event. 3. ARTICLE 12 (CONSTRUCTION AND MAINTENANCE OF NEW OR ALTERED MEANS OF ACCESS) <ol style="list-style-type: none"> 3.1 This Article provides that new or altered streets are to be constructed to a particular standard and maintained at the expense of SP Manweb for a year. 3.2 Any part of the new or altered streets which are proposed to be public highway (as set out on the Rights of Way, Streets and Access Plans submitted with the DCO application) will then be maintained by the highways authority. 3.3 Those parts of the new or altered streets which are not intended to be public highway (such as private accesses which SP Manweb is altering or creating and as also set out in the Rights of Way, Streets and Access Plan) will then be maintained by the street authority. 3.4 As the works must be completed to the reasonable satisfaction of the highway authority, this Article has the same affect as the standard provisions relating to the adoption of highways works contained in an agreement pursuant to section 278 of the Highways Act 1980. |

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| | | <p>4. ARTICLE 13 (TEMPORARY PROHIBITION OR RESTRICTION OF USE OF STREETS AND PUBLIC RIGHTS OF WAY)</p> <p>4.1 Article 13 provides for the temporary alteration, diversion and prohibition or restriction on use of streets or public rights of way.</p> <p>4.2 Where the street or right of way is referred to in Schedule 6, then SP Manweb must consult with the street authority at 4 weeks (article 14(2) and again at 2 weeks (article 13(5)).</p> <p>4.3 Where the general power is being exercised, SP Manweb must obtain consent from the street authority, which may be subject to reasonable conditions. The undertaker is required to provide 4 week notice before undertaking any works and to advertise its intention to do so pursuant to Article 14(2).</p> <p>4.4 Article 13 has already been amended following a request from DCC to include a requirement to give two weeks notice prior to the alteration, diversion, prohibition or restriction of a street or public right of way identified in Schedule 6.</p> <p>4.5 For the works set out in Schedule 6, DCC has already had an opportunity to consider these temporary alterations and restrictions. The requirement to consult will enable DCC to monitor the works being carried out. Consent is required for any other works and therefore DCC is able to retain control over the process.</p> <p>5. ARTICLE 14 (TRAFFIC REGULATION)</p> <p>5.1 Article 14 allows the SP Manweb to regulate traffic if necessary with the consent of the traffic authority. Any traffic regulation orders pursuant to this Article may only apply to public highways.</p> <p>5.2 The power to regulate traffic must not be exercised unless 4 weeks notice has been given to the traffic authority and SP Manweb has advertised its intention in the manner specified by the traffic authority</p> <p>5.3 Deemed consent is given if no response is received from the traffic authority within 56 days. There is precedence for this provision in Transport and Works Act Orders and it is included in the draft Hinkley Point C Connection Project DCO.</p> <p>5.4 As the approval of DCC is required, DCC is able to retain control over the process. A deemed consent process is required to ensure that there is no unnecessary or unreasonable delay in the event that an application is not determined by DCC for any reason. This provision is considered necessary so that there is no delay to the implementation of the authorised development due to its national significance.</p> <p>6. ARTICLE 15 (ACCESS TO WORKS)</p> <p>6.1 Article 15 permits SP Manweb to form new or improve existing means of access with the approval of the relevant planning authority in consultation with the relevant highway authority. This is considered necessary to ensure SP Manweb can form the means of accesses necessary to deliver the authorised development.</p> <p>6.2 As the approval of DCC is required, DCC is able to retain control over any new accesses, or improvements to existing accesses, required in addition to those set out in Schedule 3.</p> <p>7. ARTICLE 16 (AGREEMENTS WITH STREET AUTHORITIES)</p> <p>7.1 Article 16 provides for agreements with street authorities to deal with the strengthening, improvement or repair of any streets (which is common in many similar orders).</p> <p>7.2 This Article does not seek to remove any control from the DCC in relation to works to streets.</p> |