

# SP MANWEB

## Reinforcement to the North Shropshire Electricity Distribution Network



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Socio-Economic Baseline and Assessment

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November 2018



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**Reinforcement to the North Shropshire  
Electricity Distribution Network**

**APPENDIX 10.2**

**SOCIO-ECONOMIC**

**BASELINE AND ASSESSMENT**

**Environmental Statement  
DCO Document 6.10.2  
November 2018  
PINS Reference EN020021**

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**The Planning Act 2008****The Infrastructure Planning (Applications: Prescribed Forms and Procedure)  
Regulations 2009****Regulation 5(2)(a)****Reinforcement to the North Shropshire Electricity Distribution Network****Environmental Statement: Appendix 10.2 Socio-Economic Baseline and  
Assessment**

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## APPENDIX 10.2

### SOCIO-ECONOMIC BASELINE AND ASSESSMENT

#### 1.1 INTRODUCTION

1.1.1 This section describes the socio-economic baseline and assesses the socio-economic effects. In this context ‘social effects’ are changes that may occur to the ways in which people live, work, play and relate to one another. The term ‘economic effects’ includes issues such as employment, direct and indirect spending that may occur associated with the Proposed Development. The Scoping Report (March 2017<sup>1</sup>) identified that tourism and recreation were likely to be key considerations for the assessment process. In addition, business concerns have been added as a consideration following consultation activities.

#### 1.2 BASELINE ENVIRONMENT

1.2.1 The aim of the baseline is to provide an understanding of the existing socio-economic features and conditions within the study area to assist in the identification and assessment of effects (positive and adverse).

1.2.2 As noted in Appendix 10.1 (**DCO Document 6.10.1**), the study area for the baseline data collection is the lower super output areas (LSOA) as demonstrated in Figure 10.1 (**DCO Document 6.14**). LSOA are a set of geographic areas developed to produce a set of areas of consistent size, whose boundaries would not change (unlike electoral wards). The LSOA used for this study typically have a population of 1,500.

- Shropshire 004E;
- Shropshire 006H;
- Shropshire 008C;

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<sup>1</sup> Available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN020021/EN020021-000027-Scoping%20Report.pdf>

- Shropshire 010C;
- Shropshire 010D;
- Shropshire 011B; and
- Shropshire 011E.

1.2.3 Resources for baseline data include Nomis (<http://www.nomisweb.co.uk>) and Shropshire Council website (<http://www.shropshire.gov.uk>). Where possible, demographic information has been obtained from the most up-to-date sources (as opposed to a reliance on Census data, which dates from 2011). Information has also been obtained from local community internet sites and community description sites including examples such as <http://www.zoopla.co.uk> and crime statistics from the police website (<http://www.police.uk>).

#### Existing Baseline

1.2.4 Wem and Oswestry are market towns located in North Shropshire. The route of the Proposed Development extends between the towns through a rural area with agricultural businesses and some isolated commercial premises. There are a number of PRoW (see Figure 10.3 (**DCO Document 6.14**)) within the area and tourism related businesses, which would suggest that tourism and recreation would be important from a socio-economic perspective.

#### Population

1.2.5 The number of residents is important to identify how many could potentially be affected by the project. The age structure of a population indicates both the current and future requirements of an area. A younger population, for example, may require access to recreation play areas. Aging populations are likely to focus more on social networks and transport issues.

1.2.6 The LSOA are within the administrative boundaries of Shropshire Council. Table 10.2.1 presents the breakdown of population (including by proportion



of gender) based on Census 2011 data<sup>2</sup>. There is a total of 11,631 residents within the identified super-output areas, which is approximately 4% of the population of Shropshire. The gender structure of the population within the LSOA are similar levels to those in Shropshire. Density provides a measure of the people living in an area. It is higher in urban areas and lower in rural. Table A10.2.1 highlights that the LSOA are largely rural, Shropshire 006H (Oswestry) and Shropshire 008C (Wem) have higher density results.

<b>Table A10.2.1 Population and Density</b>									
Shropshire Output Areas	Overall	004E	006H	008C	010C	010D	011B	011E	Average of LSOAs
Resident population (ALL)	306129	1630	2545	1401	1403	1641	1475	1536	1661.6
Resident population (MALE)	151606	860	1219	658	716	818	712	750	819.0
Resident population (MALE %)	49.5	52.8	47.9	47	51	49.8	48.3	48.8	49.4
Resident population (FEMALE)	154523	770	1326	743	687	823	763	786	842.6
Resident population (FEMALE %)	50.5	47.2	52.1	53	49	50.2	51.7	51.2	50.6
Area (Hectares)	319730	5419	108	139	3932	4997	2453	1434	2640.3
Density (number of persons per hectare)	1	0.3	23.6	10.1	0.4	0.3	0.6	1.1	5.2

<sup>2</sup> <https://www.nomisweb.co.uk/>

1.2.7 Images A10.2.1 and A10.2.2 demonstrate the age distribution for Shropshire Unitary Authority and for the LSOA respectively.

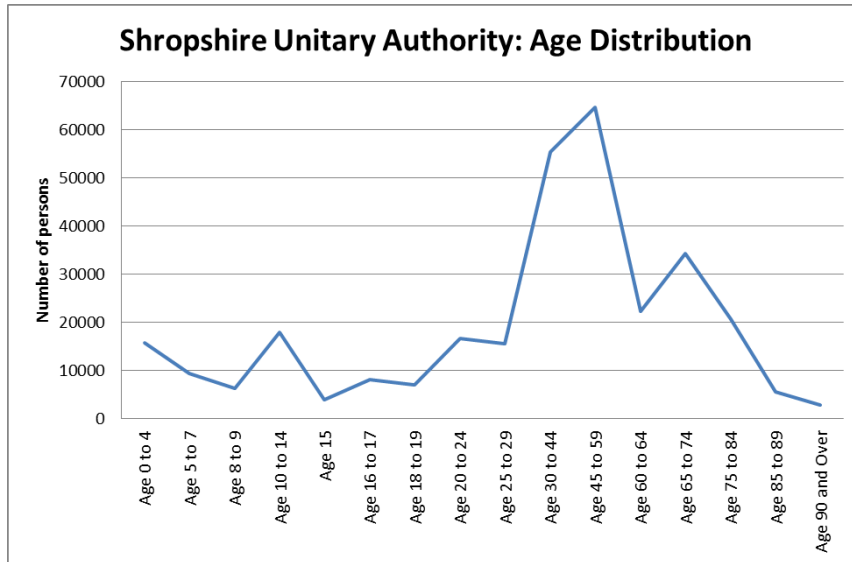


Image A10.2.1 Shropshire Council: Age Distribution

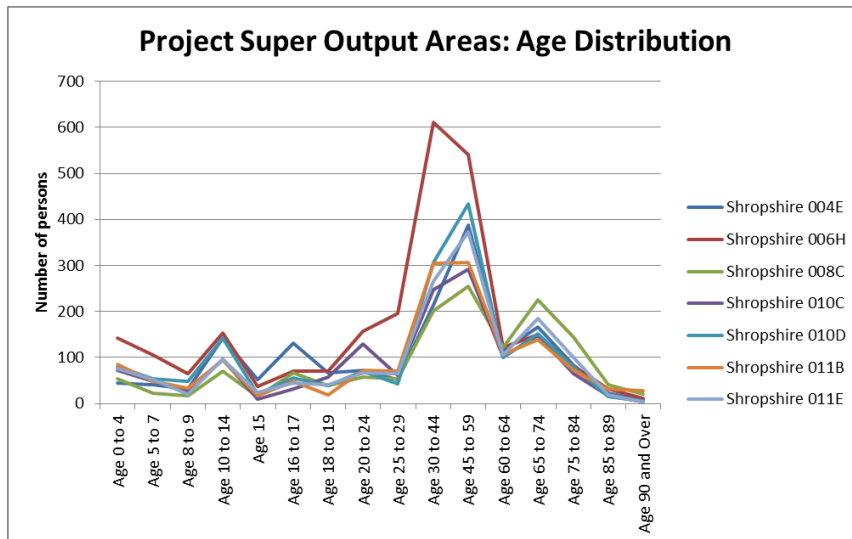


Image A10.2.2 Project Super-Output Areas: Age Distribution

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

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proportion of population.

### Employment and Skills

- 1.2.9 The employment and skill level of a community can help highlight if there are issues associated with potential investment that may be welcomed or avoided for an area. For assessment purposes this has been based on Shropshire with information taken from Shropshire Skills Evidence Base<sup>3</sup>.
- 1.2.10 Shropshire has a high proportion of the population past the retirement age (like many rural areas) and comparatively low levels of unemployment (compared to UK average). The Shropshire labour force is well qualified compared to the West Midlands area but supports fewer professionals, with more work in elementary occupations or as process, plant and machine operatives. Shropshire also supports an above average number of people working in skilled trade occupations. Net out-commuting is significant (with more resident workers than job availability). There are significant numbers of economically inactive people who would like to be in employment (10,400 in 2016, Annual Population Survey) suggesting that there is an available labour resource within the County. 31% of Shropshire employers report employment staff who have qualifications or skills that are not used in their current role (UKCES Employers Skills Survey, 2015<sup>4</sup>) and levels of part-time employment are exceptionally high (34.8% of all Shropshire jobs in 2015 against 30.9% nationally). All of these factors are indicative of a level of underemployment within the County.

### Visual Baseline

- 1.2.11 Interpreted from a socio-economic perspective from Chapter 6 'Landscape and Visual' (**DCO Document 6.6**) and its associated Appendices where the baseline presents the possibility of a socio-economic issue.
- 1.2.12 Most of the study area comprises low lying pastoral and arable farmland, with

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<sup>3</sup> Shropshire Skills Evidence Base available at: <http://new.shropshire.gov.uk/media/7027/skills-evidence-for-shropshire-2017.pdf>

<sup>4</sup> UK CES Employers Skills Survey available at: <https://www.gov.uk/government/publications/ukces-employer-skills-survey-2015-uk-report>

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fields bounded by hedgerows with mature hedgerow trees. It is a rural landscape with a mixture of villages, hamlets and scattered individual properties, connected by a network of roads and lanes. The local landform lies between 90 and 110m AOD. There are small areas of higher ground but generally the landscape is relatively flat as indicated in Figure 6.5 'Topography' (**DCO Document 6.14**), particularly around the Rivers Roden and Perry.

- 1.2.13 Roadside hedgerows and occasional small woodlands serve to limit views and, in places it is only possible to appreciate the wider view through roadside field gates. Elsewhere, and beyond and above the confines of hedges, visual containment is provided primarily through tree cover, particularly through the 'layering effect' of field boundary trees.
- 1.2.14 In addition to the roads and lanes, the landscape is crossed by a network of footpaths. Whilst the numbers of people using this lane and footpath network may be relatively few, their attention is likely to be focused on appreciation of the landscape and views.
- 1.2.15 The routing process has sought to locate wood pole supports close to field boundaries where the existing hedgerows, often with associated trees, help to provide screening and/ or a backdrop for the overhead line which reduces its visibility in the landscape. There is flexibility in the placement of poles, with anticipated micro-siting to accommodate localized effects once on site such as ground conditions, environmental constraints or to accommodate landowner requests. This is explained in more detail within Chapter 3 'The Proposed Development' Section 3. A radius of 5m from the current plans has been considered for pole placement and the potential for a height increase, not exceeding 2m. However, due to the overall geographical scale of the socio-economic assessment the minor movement of poles (due to the flexibility within the Order Limits) would not have an effect on any of the overall socio-economic assessment.
- 1.2.16 Chapter 6 'Landscape and Visual' (**DCO Document 6.6**) and the associated appendices detail the visual baseline and identify receptors that may
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potentially be affected. Chapter 6 includes Table A6.3.1 that includes activity centres, caravan & camping parks and Table A6.3.2 lists the rights of way in proximity to the Proposed Development.

### Tourism and Recreation

1.2.17 In terms of tourism locations, it is noted that Whittington and Ellesmere are both outside the identified LSOA for assessment but with the importance of these locations to Shropshire tourism the socio-economic assessment has confirmed (with the landscape and visual assessment (**DCO Documents 6.6.2 and 6.6.3**) and the transport assessment (as set out in the Transport and Highway Technical Note (**DCO Document 6.1.1**)) that these areas would not be affected by the Proposed Development.

1.2.18 Tourism and recreation locations within the LSOA areas include:

- Cole Mere and White Mere popular for sailing and walking;
- Rednal Karting (karting, paintball and laser activities);
- Montgomery Canal (including the Perry Aqueduct) (recreation activities) pole location 38 is to the east of the canal;
- Shropshire Way (Route 27) walking trail (Lower Frankton to Llanymynech, a total of 11 mile canalside walk);
- Bed and Breakfasts (e.g. Hordley Hall);
- Pub and restaurants (e.g. The Burlton Inn);
- Sleaf Airfield (various recreation activities including café, restaurant and museum); and
- National Cycle Route 455 (Oswestry, Ellesmere and Whitchurch route, 28 mile route).

1.2.19 There are also a number of Public Rights of Way (PRoW), including footpaths, bridleways and byways, twelve of which are crossed by the Proposed Development (see Figure 10.3 (**DCO Document 6.14**)).

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- 1.2.20 North Shropshire tourism data<sup>5</sup> identify that North Shropshire and Oswestry proximity to larger urban areas and main road networks (M6, Chester, North Wales) make it an attractive proposition, particularly to day visitors falling within the radius of 1-1.5 hour drive time. The survey undertaken by Shropshire Wildlife Trust also confirmed this. The visitor survey undertaken for Shropshire Council indicates that general sightseeing at 27% and shopping at 25% are the main activities undertaken by day visitors. There were low numbers of overseas visitors (for both surveys analysed, Shropshire Council and Shropshire Wildlife Trust) so the area is not viewed as a priority for overseas tourism at this time. The main age group of visitors are 45 plus. There would appear to be relatively low numbers of serviced accommodation within North Shropshire, and within the study area (1km from the proposed line route of the Proposed Development).
- 1.2.21 As noted above Shropshire Wildlife Trust undertook a visitor survey in 2017 around the Meres and Mosses Landscape Partnership Scheme. They had 84 responses and results show people typically spend up to half a day visiting the Meres and Mosses LPS area. Respondents mentioned need for clearer information and amenities for visitors. Visitor counts in the Meres and Mosses LPS suggest approximately 15,000 visitors per year.
- 1.2.22 Local Angling groups were contacted during consultation but did not respond; therefore, in February 2018 a member of a Local Angling group was contacted directly and confirmed that the Proposed Development would not present an issue to any known fishing locations.

### Business

- 1.2.23 This is included because of the need to consider the current business baseline and to highlight the future baseline (once the Proposed Development is operational) that Shropshire Council are seeking to implement through

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<sup>5</sup> Overview Report: North Shropshire & Oswestry DDP Marketing Strategy available at: <http://www.stmem.com/downloads/company-documents/North-Shropshire-Oswestry-DDP-Marketing-Strategy.pdf>

policy measures.

- 1.2.24 Shropshire supports a primarily small business economy, with more than nine out of 10 enterprises employing less than 10 and with comparatively few large employers. There are only 35 organisations in Shropshire which employ 250 or more (IDBR, 2016<sup>6</sup>). This contributes to low levels of investment in training, with fewer Shropshire employers accessing training for their staff than is the case nationally (62% compared with 66%, UKCES Employer Skills Survey, 2015). Largest employers tend to be located in the county town of Shrewsbury or the principal market towns of Oswestry, Market Drayton, Bridgnorth, Ludlow and Whitchurch.
- 1.2.25 GVA in Shropshire has long since lagged behind its more urban West Midlands’ counterparts. There are a number of reasons for this, including Shropshire’s traditional reliance on agriculture and related industries, where GVA generation is low compared with other sectors. The lack of corporate headquarters also has an adverse effect, as GVA generation is often attributed entirely to the HQ base rather than being split pro rata to branches. High levels of out-commuting, especially amongst top earners, also suppresses the value of Shropshire GVA (and particularly GVA per capita).
- 1.2.26 The industry that people work in is shown in Table A10.2.2. Note: this is the occupation of those living in the LSOA and not necessarily a reflection of the businesses within the area.

Table A10.2.2 Industry Census Data (2011)								
Shropshire Lower Super Output Areas	Shropshire Council	004E	006H	008C	010C	010D	011B	011E
A	3.9	9.1	1.2	2.9	<b>9.2</b>	8.4	5.5	3.8

<sup>6</sup> Inter-Departmental Business Register, 2016 available at: <https://www.ons.gov.uk/aboutus/whatwedo/paidservices/interdepartmentalbusinessregisteridbr>

**Table A10.2.2 Industry Census Data (2011)**

Shropshire Lower Super Output Areas	Shropshire Council	004E	006H	008C	010C	010D	011B	011E
Agriculture, Forestry and Fishing								
B Mining and Quarrying	0.2	0.4	0.2	0.2	<b>0.5</b>	0	0	0.4
C Manufacturing	10.6	10.7	13.5	10	6.5	7.3	10.5	<b>11.7</b>
D Electricity, Gas, Steam and Air Conditioning Supply	0.4	0.5	1	0.2	0.1	0	0.7	<b>1.2</b>
E Water Supply; Sewerage, Waste Management and Remediation Activities	0.9	0.3	1.1	<b>2.6</b>	0.8	0.6	0.9	0.9
F Construction	8.3	8.5	<b>8.6</b>	8.3	5.4	8.1	7.9	7.1
G Wholesale and Retail Trade; Repair of Motor Vehicles and Motor Cycles	16.1	13	<b>19.5</b>	17.6	10.6	14.9	14.5	16.7
H Transport and Storage	3.9	2.8	4.4	3.9	3.9	3.6	2.9	<b>5.5</b>
I Accommodation and Food Service Activities	5.5	3.4	4.7	5.7	<b>5.8</b>	4.9	4.6	4.4
J Information and Communication	2.7	2.3	<b>2.9</b>	1.8	1.7	2.8	2.4	2.8
K	2	0.8	<b>2.7</b>	1	0.5	2.2	1.3	1.5



**Table A10.2.2 Industry Census Data (2011)**

Shropshire Lower Super Output Areas	Shropshire Council	004E	006H	008C	010C	010D	011B	011E
Financial and Insurance Activities								
L Real Estate Activities	1.3	<b>2.6</b>	0.7	0.8	1.4	0.7	1.5	1.2
M Professional, Scientific and Technical Activities	5.2	6.8	3.2	4.6	5.5	<b>7.4</b>	6.7	4.3
N Administrative and Support Service Activities	3.9	4.1	3.8	4.6	<b>5.6</b>	3.7	3.8	3.8
O Public Administration and Defence; Compulsory Social Security	6.8	5.1	4.2	<b>7.3</b>	4.2	5.9	5.9	3.6
P Education	10	16.1	8.6	11.6	<b>17.3</b>	12.6	9.1	10.5
Q Human Health and Social Work Activities	13.7	9.6	14.8	13.5	11.4	12.3	17.4	<b>17.5</b>
R, S, T, U Other	4.7	4.1	4.9	3.4	<b>9.6</b>	4.5	4.4	3

1.2.27 Image A10.2.3 shows the average occupation percentages for working age persons within the super-output areas highlighting that there is a relatively large percentage working in wholesale and retail trade; repair of motor vehicles and motor cycles (15%). Human health and social work activities (14%), education (12%) and construction (8%) are also common sectors of industry for people from the area to work in.

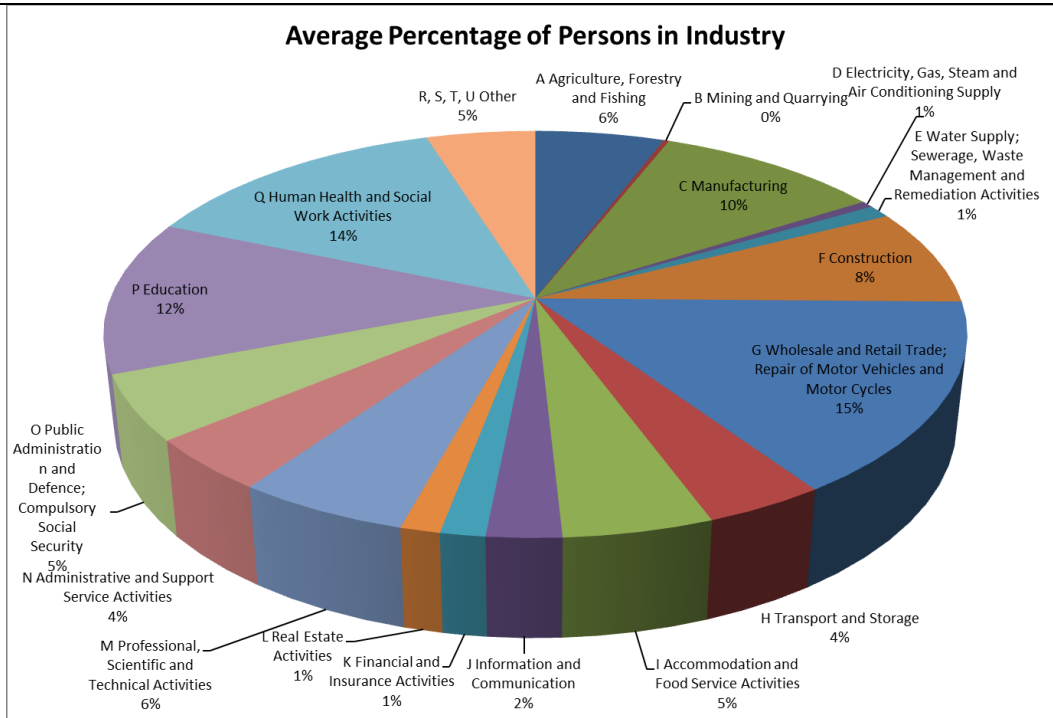


Image A10.2.3 Average Percentage of Persons in Industry Based on Project Super-Output Areas

1.2.28 Within the LSOA there are a number of agricultural and tourism-based industries. There are also businesses located at Rednal Industrial Estate and other businesses located within the LSOA, including packaging and fencing companies.

**Transport (including Aviation Facilities)**

1.2.29 The baseline for transport and traffic has been considered from a socio-economic perspective to highlight if there are any issues with traffic movements in the region that could affect tourism and recreation infrastructure. The Transport and Highway Technical Note, Appendix 1.1 confirms that the impact of vehicles would not be discernible to existing users of the Local Highway Network (this has been confirmed with transport consultees. The conclusion of the technical note is that there would be no detrimental impact on the operation or safety of the highway network.

1.2.30 There is one operational aviation site located at Harmer Hill, some 3km to the south-west of Wem. Sleaf Airfield is home to the Shropshire Aero Club, the

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only civilian licensed airfield in Shropshire.

### 1.3 ASSESSMENT: THE SOCIO-ECONOMIC CONTEXT OF THE PROPOSED DEVELOPMENT

1.3.1 The Holford Rules promote avoidance of areas of highest amenity value and settlements. Therefore the Proposed Development has been sought to be placed in an area that would have minimum effect on settlements. There are some placement of poles that have the potential for effect and so are considered in this section; however it is not expected that micro-siting of the poles (due to the overall geographical scale of the socio-economic assessment) would have an effect on any of the overall socio-economic assessments detailed in this appendix.

1.3.2 The underground section from Oswestry to Pole 1 would cross underneath the A5, this is a major route in the area and horizontal directional drilling (HDD) would be used to minimise any disruption to the road. The majority of the poles are to be placed with voluntary agreement with landowners (with compulsory purchase orders used if required) and would not have economic effect beyond any direct payments to landowners. The overhead line between Pole 112 to 113 would oversail the A528, the construction method in terms of stringing the conductors between the poles (as set out in Chapter 3 'The Proposed Development' (**DCO Document 6.3**) and the Construction Report (**DCO Document 7.2**)) confirms there would be minimum impact on this road. In terms of potential effect on businesses the following has been identified:

- To the north of poles 12 and 13 is Oswestry self storage, access to their site would also be used as access roads for the construction period. The movement requirements associated with the Proposed Development and nature of the business would suggest this is not likely to result in an effect;
- Access roads associated with the construction period located to the south of pole 12 would use access to Agritel Ltd (packaging and office supplies). The movement requirements associated with the Proposed

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Development and nature of the business would suggest this is not likely to result in an effect; and

- To the south of poles 17 and 18 there is NWF Fuels – Babbinswood, access to their site would also be used as access roads for the construction period. The movement requirements associated with the Proposed Development and nature of the business would suggest this is not likely to result in an effect.

1.3.3 Please note a previous proposed route was close to ABP near Lower Hordley. The route has now been moved (poles 65 to 83) to the north to avoid any effect on the nearby settlement. ABP had previously confirmed that the Proposed Development would not impact on what they do.

1.3.4 In terms of tourism and recreation the following have been identified:

- Adjacent (to the west) of pole 38 is Montgomery Canal. The Montgomery Canal runs from the Llangollen Canal at Frankton Junction to its terminus at Newtown. It is 35 miles (56km) long and has 25 locks with various sections under restoration. The canal would be addressed the same as any rights of way with stringing the poles occurring at a time when no boats, or users of the towpath, are passing under or in proximity – this may require a temporary stop on movement for a short period of time as the stringing activity occurs, for health and safety purposes, but this would not result in a significant effect from a socio-economic perspective;
- The River Perry is located between poles 50 to 51 and poles 53 to 54. The route of the Proposed Development has been selected to avoid oversailing a rural property. The River Perry rises near Oswestry and flows south to meet the River Severn above Shrewsbury it is 24 miles (39km) in length. Warrington Anglers Association refer to fishing on River Perry at Ruyton XI Towns which is approximately 5 miles (8km) to the south of the location. There would not be any significant socio-economic effects resulting from the Proposed Development being

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placed in proximity to the river.

- Sleep Airfield is located to the south of poles 142 to 161, this development also includes a museum and café facilities. Due to the distance to the Proposed Development is understood not to cause an issue with the operation of the airfield and no significant socio-economic effect is likely.
- Poles 164 to 165 oversail the River Roden a river that is formed by three streams that converge to the west of Wem, no records for fishing were found associated with the site. There would not be any significant socio-economic effects associated with the Proposed Development oversailing the River Roden.

1.3.5 Other tourism, recreation and business effects are unlikely due to distance from the Proposed Development. No significant effects have been identified and the assessments within Chapter 6 'Landscape and Visual (**DCO Document 6.6**), Chapter 7 'Ecology' (**DCO Document 6.7**) and the Transport and Highway Technical Note (**DCO Document 6.1.1**) have been reviewed to confirm there are no significant effects from those topics that have not been considered within the socio-economic assessment.

## 1.4 ASSESSMENT OF EFFECTS

1.4.1 Consideration of the Proposed Development raises the following socio-economic issues:

- Would the construction work be undertaken by a local company and would any new employees be required?
- Answer: Contractors would be used to complete the works that may not come from the immediate locality because of the need to ensure specialist skills are present.
- Would any Public Rights of Way be effected by construction works e.g. temporary short term diversions, or would users experience potential adverse impacts on the visual amenity?

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- Answer: The visual assessment (Chapter 6 'Landscape and Visual' (DCO Document 6.6) and its associated Appendices) have been reviewed and no significant socio-economic effects have been identified.
  - At any point during the development, construction or operational phases of the project would the electricity supply service to consumers be interrupted?; and
  - Answer: This is provision of a new line there are areas where existing lower voltage overhead lines are being diverted but this would be undertaken without interruption to consumers.

1.4.2 The potential effects of these issues are dealt with in greater detail below, where assessment of the socio-economic effects on different areas are considered.

### Population

1.4.3 There is not expected to be any change to population levels during the development, construction or operation attributed to the Proposed Development.

### Employment & Skills

1.4.4 The employment generation associated with the Proposed Development would be minimal. There would be a limited number of employees required and the likelihood is that specialist contractors would be used that would have the required health and safety credentials and the specialist skills required may not be available in the immediate locality. In addition, the supply chain in terms of capital expenditure would be minimal and would also occur based on required standards and may not be limited to the immediate locality. Therefore, in socio-economic terms it is considered that, employment generation (direct and indirect) and supply chain effects (on a local and national basis) would not have a significant socio-economic effect.

### Quality of Life

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

### Noise

- 1.4.6 The Proposed Development is not anticipated to generate any significant noise effects (see Appendix 4.1 (**DCO Document 6.4.1**)). Therefore, there would be no significant socio-economic effects from noise.

### Visual Effect

- 1.4.7 The presence of a new 132kV overhead line and extensions to the substation in the landscape may lead to adverse visual effects on the well-being and enjoyment of the area, by the local community and visitors, as informed by the landscape and visual assessment (**DCO Document 6.6**) this could lead to consequent socio-economic effects. The effects on the quality of views experienced from PRoW, and other community and recreational facilities may have similar socio-economic effects. Although unlikely with a Trident wood pole line, given its small size and appearance, these are important issues for the tourism industry within North Shropshire that is a diverse and important aspect of the local economic structure. A review of the visual assessments (**DCO Document 6.6.3**) has confirmed no significant socio-economic effects in relation to visual effects.

### Transport

- 1.4.8 The Proposed Development is not expected to generate any significant socio-economic effects in relation to transport (see the Traffic and Transport Technical Note, Appendix 1.1 (**DCO Document 6.1.1**)).

**Tourism**

1.4.9 The tourism surveys have revealed that whilst visitors are keen to enjoy the views and tranquility of the area, they also visit for the purposes of shopping and to see friends and family. Taking into consideration the limited visual effects associated with the Proposed Development there would not expect to be any significant effect on tourism for the area.

**Temporary Closure of Public Rights of Way**

1.4.10 Construction of the overhead line may affect the use of an area with effects on Public Rights of Way (PRoW) due to temporary closure during construction, although these are likely to be localised, very short term and highly unlikely to give rise to significant effects, see Figure 10.3 (**DCO Document 6.14**) for more details. In addition the diversion of a lower voltage line between pole numbers 6 and 7 would result in construction effecting PRoW 0313/41/1 for one day, the PRoW would be managed during the work and temporary closure would not be required. Appendix 6.3 (**DCO Document 6.63**) includes a table with the full list of rights of way within the study zone, see Table A6.3.2. The visual assessment detailed in Chapter 6 ‘Landscape and Visual’ (**DCO Document 6.6**) and associated appendices has identified no potentially significant visual effects during the construction process for the development, primarily due to the short term nature of the construction at each individual pole. However, some potentially significant visual effects have been identified during the operational stage, as outlined in the table below, including consideration from a socio-economic perspective:

<b>Table A10.2.3 – Operational phase likely significant visual effects including the socio-economic perspective</b>	
<b>VIEWPOINTS</b>	<b>Socio-economic perspective</b>
76 viewpoints were identified as being representative of the range of likely effects, viewing experiences and viewers within the 1km study area and up to 5km from the Order Limits. From the 76 viewpoints four were considered	



Table A10.2.3 – Operational phase likely significant visual effects including the socio-economic perspective	
VIEWPOINTS	Socio-economic perspective
as likely to experience significant visual effects.	
<b>Viewpoint 14: PRow 0207/14/13 near Kenwick Oak</b>	
<p>View south from a slightly elevated location on a ProW looking out across attractive arable farmland, with expansive views across neighbouring landscapes and beyond to the distant hills along the Welsh border. Up to eight new poles would be visible from the viewpoint extending from the near to middle distance. Poles 92 to 95 would be visible on the skyline, but the remainder would be seen against a backdrop of landform and vegetation which would reduce their perceptibility. Although a single turbine is present within the view, the introduction of the new overhead line and Trident wood poles, would bring a new element to the landscape and view, which contrasts from the existing baseline view.</p> <p>It is anticipated that the magnitude of change in the view would be medium and the level of effect moderate</p>	<p>The receptors using the PRow are judged as having low sensitivity (see Table A10.1.3 of Appendix 10.1 (<b>DCO Document 6.10.1</b>)) because it is a local tourist attraction. Users of the PRow would be transient with a potential effect on their visual enjoyment of the area; therefore it is judged as having low magnitude as there are unlikely to be effects at a regional or national scale (see Table A10.1.4 of Appendix 10.1 (<b>DCO Document 6.10.1</b>)). The significance has therefore been assessed as negligible and no further consideration is required.</p>

Table A10.2.3 – Operational phase likely significant visual effects including the socio-economic perspective	
VIEWPOINTS	Socio-economic perspective
adverse.	
<b>Viewpoint 23: PRoW 0217/4/2 near Malt Kiln Farm (listed building)</b>	
<p>View north from PRoW near residential properties. Poles 123-125 would be close to the viewpoint. Pole 124 would be particularly noticeable as it would be situated on the rising ground to the west of the viewpoint where it would be seen on the skyline. Other poles, although visible, would be mostly screened by intervening vegetation in the summer months but potentially visible (although not prominent) during the winter months. The new overhead line would bring a new and contrasting feature into the landscape.</p> <p>It is anticipated that the magnitude of change in the view would be medium and the level of effect moderate adverse.</p>	<p>The viewpoint suggests potential effect on residential receptors, when there is less leaf cover during winter this effect is more noticeable. In terms of the PRoW users the significance would be as previous with low sensitivity and low magnitude resulting in negligible significance and no further consideration required. In terms of residential receptors the sensitivity would be categorised as medium (see Table A10.1.3 of Appendix 10.1 (<b>DCO Document 6.10.1</b>)) and medium magnitude (see Table A10.1.4 of Appendix 10.1 (<b>DCO Document 6.10.1</b>)) as there would be a temporary (during winter periods) visual effect on receptors over a prolonged period and there is no indication that cover or screening would develop. This results in a minor adverse significance and for the purposes of assessment with no</p>

Table A10.2.3 – Operational phase likely significant visual effects including the socio-economic perspective	
VIEWPOINTS	Socio-economic perspective
	further consideration required.
<b>Viewpoint 70: Dandyford Farm, Lower Hordley</b>	
<p>View across level and relatively open farmland across neighbouring landscapes including the slightly elevated Woodhouse Estate and the elevated wooded hill at Tedsmore, and beyond to more distant uplands. Up to eight new poles would be visible from this viewpoint, most of which would be visible on the skyline. All the poles would benefit, to a varying degree, from some level of screening and/or be backdropped by landform and vegetation. The overhead line would be visible within the context of the existing baseline which includes a telegraph pole line, wind turbines and in the distance a 400kV pylon line. Views from within Dandyford Farm would benefit from greater screening than the actual viewpoint.</p> <p>It is anticipated that the magnitude of change in the view would be medium and the level of effect moderate</p>	<p>The presence of an effect on residential receptors means sensitivity would be categorised as medium (see Table A10.1.3 of Appendix 10.1 (<b>DCO Document 6.10.1</b>)) from a socio-economic perspective. The visual assessment suggests screening would be in place and the prominence of the effect is expected to deteriorate over time as cover develops; therefore, the magnitude has been assessed as medium (see Table A10.1.4 of Appendix 10.1 (<b>DCO Document 6.10.1</b>)). The significance has therefore been assessed as minor adverse with no further consideration required.</p>

Table A10.2.3 – Operational phase likely significant visual effects including the socio-economic perspective	
VIEWPOINTS	Socio-economic perspective
adverse.	
<b>Viewpoint 72: PRoW 0217/12/1 near The Shayes (listed building)</b>	
<p>In views south and east from this PRoW the overhead line would be visible across the view and on the skyline, particularly between poles 150 and 151. To the east, poles 152-154 would be partially visible through the intervening vegetation. To the south-west, angle pole no. 150 would be prominent and appear noticeably taller than the existing 33kV and 11kV wood pole lines currently present within the view. Wood poles 149-146 would also be visible heading away from the viewpoint, where multiple poles would be seen 'stacked' behind one another.</p> <p>It is anticipated that the magnitude of change in the view would be medium and the level of effect moderate adverse</p>	<p>The receptors using the PRoW are judged as having low sensitivity (see Table A10.1.3 of Appendix 10.1 (<b>DCO Document 6.10.1</b>)) because it is a local tourist attraction. Users of the PRoW would be transient with a potential effect on their visual enjoyment of the area; therefore it is judged as having low magnitude as there are unlikely to be effects at a regional or national scale (see Table A10.1.4 of Appendix 10.1 (<b>DCO Document 6.10.1</b>)). The significance has therefore been assessed as negligible and no further consideration is required.</p>

Table A10.2.3 – Operational phase likely significant visual effects including the socio-economic perspective	
VIEWPOINTS	Socio-economic perspective
<b>PRoW 0217/5/1 near Coppice Farm</b>	
<p>Identified as having significant visual effect for its length (205m long). It is a minor PRoW (category D) across one field potentially used as a cut-through from an unnamed road to the B4397. There are stile either end of the PRoW.</p> <p>It is anticipated that the magnitude of change in the view would be medium and the level of effect moderate adverse.</p>	<p>The receptors using the PRoW are judged as having low sensitivity (see Table A10.1.3 of Appendix 10.1 (<b>DCO Document 6.10.1</b>)) because it is not near larger settlements and alternate routes are available in proximity to the right of way. Users of the PRoW would be transient with a potential effect on their visual enjoyment of the area; therefore it is judged as having low magnitude as there are unlikely to be effects at a regional or national scale (see Table A10.1.4 of Appendix 10.1 (<b>DCO Document 6.10.1</b>)). The significance has therefore been assessed as negligible and no further consideration is required.</p>

**Civil Aviation**

- 1.4.11 Any direct conflict with Sleaf Airfield and the Shropshire Aero Club as a result of the project has been avoided through the routeing and design process, i.e., the exclusion of identified buffer zones that mark the approach route into Sleaf Airfield, and by the use of Trident poles. Trident poles are considerably shorter than (including the upper steelwork) steel pylons carrying 132kV

circuit. Significant socio-economic effects would not occur associated with civil aviation (Sleep Airfield).

**Business**

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

**Summary**

1.4.13 Table A10.2.4 includes a summary of potential effect taking into account study area (developed from the table included in Appendix 10.1 (DCO Document 6.10.1)).

Table A10.2.4 – Potential Socio-Economic Impacts by Study Area					
Effect Category	Nature of effects	Geography of effect	Sensitivity	Magnitude	Effect
Business	Effect on current business activity	Shropshire	Low	Low	Negligible
	Effect on business activity based on a future baseline	Shropshire	Medium (limited potential for substitution)	Very High (permanent effect on the regional economy)	Moderate beneficial

**Table A10.2.4 – Potential Socio-Economic Impacts by Study Area**

Effect Category	Nature of effects	Geography of effect	Sensitivity	Magnitude	Effect
Tourism	Visual effect on tourism providers	Up to 1km either side of the Proposed Development with consideration of wider context of North Shropshire	Low	Low	Negligible
	Disturbance to tourism providers (noise, traffic)	Up to 1km either side of the Proposed Development with consideration of wider context of North Shropshire	Low	Low	Negligible
	Effect on tourism bed-space availability	Up to 1km either side of the Proposed Development with consideration of wider context of North Shropshire	Low	Low	Negligible
Recreation	Visual effect on recreation providers	Up to 1km either side of the Proposed Development with consideration of wider context of North Shropshire	Low	Low	Negligible
	Disturbance to recreation providers (noise, traffic)	Up to 1km either side of the Proposed Development with consideration of wider context of North Shropshire	Low	Low	Negligible
	Effect on Public Rights of Way (PRoW)	Up to 1km either side of the Proposed Development with consideration of wider context of North Shropshire	Low	Low	Negligible

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