



Planning Act 2008 (as amended)

EN020021 – Application by SP Manweb for an Order Granting Development Consent for the Reinforcement to the North Shropshire Electricity Distribution Network

Proposed North Shropshire Reinforcement accompanied site inspection itinerary – 11 April 2019

The itinerary for the accompanied site inspection can be found below.

Please note that the Examining Authority's (ExA) inspection of sites is not an opportunity to provide any oral representations on the project or discuss evidence. It is an opportunity for the ExA to look at the physical features that can be seen on, or from the sites. Participants may be invited by the ExA to point out specific features or sites of interest.

Joining the site visit

Thursday 11 April 2019

The site inspection will commence at 10.00am at the Mile End Service Area, Morda, Oswestry SY11 4JA (parking is available adjacent to the Travel Lodge).

Transport to accompany the ExA will be provided on a first-come, first served basis. Participants are asked to assemble promptly by 9.45am. The ExA will not wait for parties who are not present at the start point at the notified time.

It is not possible to predict precisely how long each part of the inspection will last. Parties wishing to join en route should notify the Case Team, by 5.00pm on **Monday 8 April 2019** by telephone on 0303 444 5000 or email NorthShropshireReinforcement@planninginspectorate.gov.uk giving a contact telephone number.

To contact the Case Team on the day of the accompanied site inspection please telephone **07458 014 591**. Please note this number should only be used to contact the Case Team on the day of the site visit.

To ensure the smooth running of the ExA's inspection, attendees should provide contact details for the day, notify the Case Team if there are any changes in attendance, and ensure the Planning Inspectorate is made aware of any special access requirements for any participants.

Clothing

It will be necessary for all parties to wear appropriate sturdy footwear and weather-proof clothing. All parties are advised to bring and wear high visibility jackets, if they have them, when walking on the public highway. The Applicant will provide hard hats when visiting Oswestry Substation site.

Sites on private land

Access onto private land is at all times by permission of the person controlling it; householders, occupiers and landowners may refuse to allow some persons accompanying the ExA onto their land. Under those circumstances, the ExA will decide whether or not to proceed with that part of the inspection and may ask those refused access to wait outside.

Lunches

Please note refreshments or lunch will not be provided. A lunch break has been included in the itinerary and attendees will be expected to provide their own.

Cancellations

Please note that in the unlikely event that the accompanied site inspection is cancelled due to unforeseen circumstances we shall endeavour to contact attendees beforehand, but we would ask that you regularly check the Planning Inspectorate's website which can be viewed here:

<https://infrastructure.planninginspectorate.gov.uk/projects/west-midlands/reinforcement-to-north-shropshire-electricity-distribution-network/>

DETAILED ITINERARY FOR ACCOMPANIED SITE INSPECTION WITH PLANS

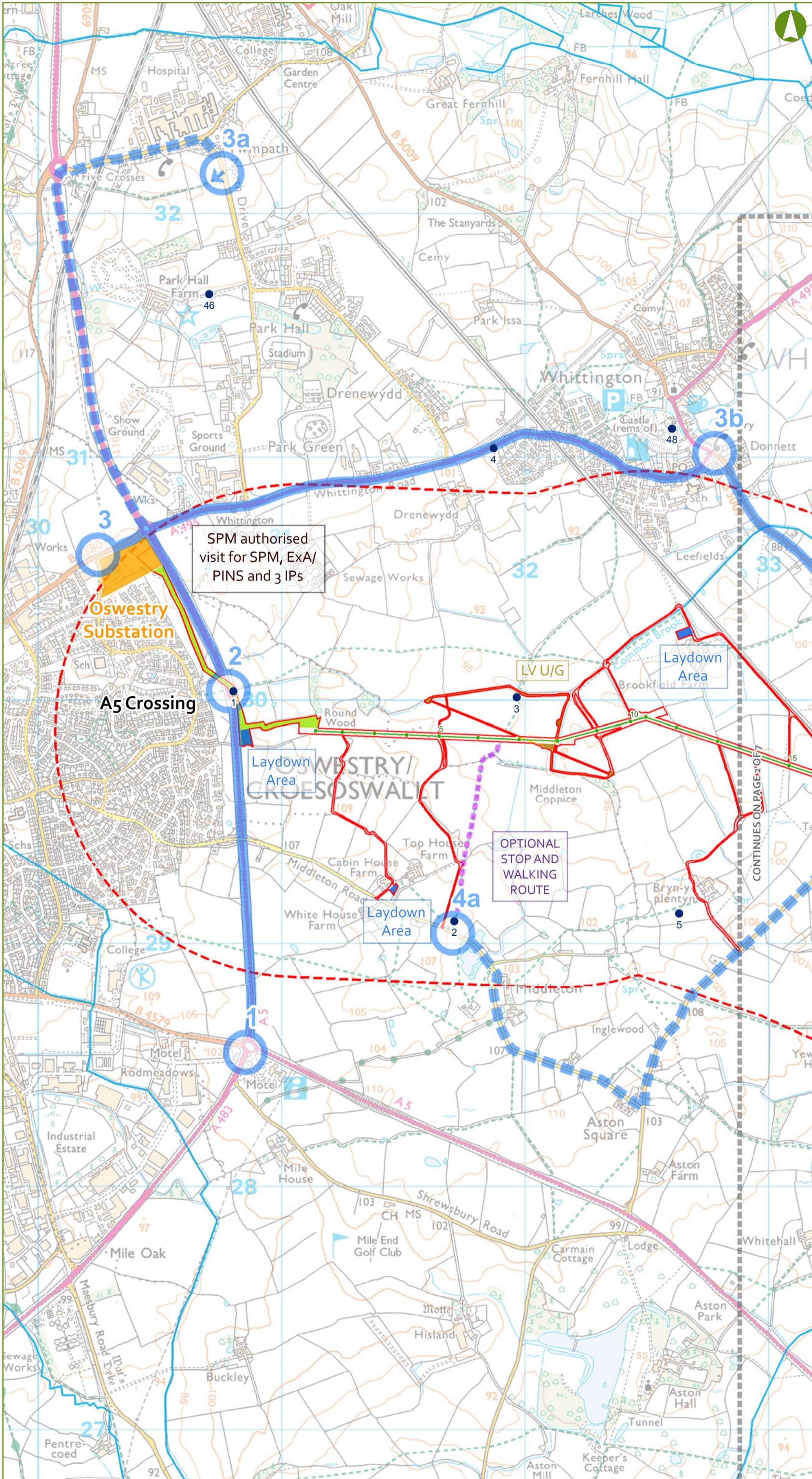
Thursday 11 April 2019

Location	Stopping Point	Time	Comments
1	Mile End Service Station, Morda, Oswestry, SY11 4JA.	10.00	Meet outside the Travel Lodge on the right-hand side.
<i>2 minutes driving time</i>			
2	Drive through A5 Crossing.		
<i>3 minutes driving time</i>			
3	Visit Oswestry Substation including site works.	10.05 - 10.25	PPE will be provided by the Applicant.
<i>5 minutes driving time</i>			
3a	Viewpoint – existing 132kV Trident OHL.	10.30 - 10.40	
<i>5 minutes driving time</i>			
3b	Viewpoint – Whittington Conservation Area.	10.45- 10:50	There is layby parking to the right of the junction of the A495 and B5009. It is a small dead-end road, just to the right off Station Road.
<i>Less than 5 minutes driving time</i>			
4	Drive through Shrewsbury to Chester Railway Line.	10.55	
<i>5 minutes driving time</i>			

Location	Stopping Point	Time	Comments
4a	Middleton Road – Viewpoint laydown area at Cabin House Farm / Top House Farm.	11.00 – 11.20	Opportunity to also view the location of existing low voltage overhead line (to be undergrounded between poles 89) from the public footpath near Middleton Coppice.
<i>5-10 minutes driving time</i>			
5	Crossing of the Montgomery Canal.	11.30 – 12.30	Approximately 25-minute walk in each direction to the crossing location and back.
<i>10 minutes driving time</i>			
	Lunch Break.	12.40 – 13.30	Queens Head public house at Queens Head.
<i>5-10 minutes driving time</i>			
6	Viewpoint - Rednal Mill and River Perry.	13.40 – 13.50	Opportunity to view the location of existing low voltage overhead line route to be undergrounded between poles 52-53 (Rednal). Opportunity to view Lower Lees Farm.
<i>5 minutes driving time</i>			
7	Dandyford Farm (VP70).	13.55 – 14.05	Opportunity to view the location of existing low voltage overhead line route (to be undergrounded between poles 71-72 (Dandyford)).
<i>5 minutes driving time</i>			
7a	Viewpoint – drive past veteran tree T63c and the veteran tree T170.	14.10	

Location	Stopping Point	Time	Comments
8	Viewpoint – Public Right of Way near Kenwick Oak - VP14).	14.15 – 14.40	
<i>5 minutes driving time</i>			
8a	Viewpoint - Opportunity to view Stanwardine Moat Scheduled Monument.	14.45 – 14.50	
<i>5 minutes driving time</i>			
9	Drive through to view location of A528 Crossing.	14.55	Opportunity to view the location of existing low voltage overhead line (to be undergrounded between poles 116-117).
<i>5 minutes driving time</i>			
9a	Viewpoint on B4397	15.00	Opportunity to view the location of existing low voltage overhead line (to be undergrounded between poles 132-133 at Moor House Farm), east of the B4397, to the rear of Moor House Farm.
<i>Less than 5 minutes driving time</i>			
10	Viewpoint – Public Right of Way near Malt Kiln Farm– VP23.	15.05 – 15.15	
<i>5 minutes driving time</i>			
10a	Viewpoint - Opportunity to view Loppington Conservation Area	15.20	Parking location on Noneley Road, a parking layby on the left-hand side of the road, as the minibus approaches St Michael and All Angels Church.
<i>Less than 5 minutes driving time</i>			

Location	Stopping Point	Time	Comments
11	Viewpoint – Public Right of Way near the Shayes– VP72.	15.25 – 15.35	
<i>Less than 5 minutes driving time</i>			
12	Viewpoint - Noneley Hall Barns, Noneley.	15.40	Opportunity to view visual relationship between nearby settlement and the overhead line route.
<i>10 minutes driving time</i>			
13	Viewpoint - Wem Substation.	15.50	Opportunity to view site of the proposed extension to the existing substation. Opportunity to view the location of existing low voltage overhead line route (to be undergrounded between poles 172-174.
<i>Less than 5 minutes driving time</i>			
13a	Viewpoint - Opportunity to view overhead line in the context of the River Roden and its associated flood plain.	15:55 (Approx. 25-30 min walk)	
14	End of Accompanied Site Inspection – return to Mile End Service Area.	Approx. 17:30	

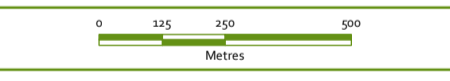


- KEY**
- PROPOSED 132 kV POLE POSITIONS
NOTE: POLES ARE NOT TO SCALE AND ONLY EVERY 5TH POLE IS LABELLED
 - FINAL ROUTE ALIGNMENT
 - ORDER LIMITS
 - 1KM STUDY AREA
 - PROPOSED 132 kV UNDERGROUND CABLE
 - PROPOSED TEMPORARY LAYDOWN AREAS
 - PROPOSED UNDERGROUND ROUTE OF EXISTING LOWER VOLTAGE OVERHEAD LINE BEING REMOVED
 - EXISTING LOWER VOLTAGE OVERHEAD LINE TO BE REMOVED
 - EXISTING LOWER VOLTAGE OVERHEAD LINE TO BE REPLACED WITH NEW UNDERGROUND CABLE ON SAME ALIGNMENT
 - SUBSTATION
 - VIEWPOINTS (SEE ES - CHAPTER 6 TECHNICAL APPENDIX 6.3: VISUAL BASELINE, VIEWPOINT SHEETS AND ASSESSMENT (DCO DOCUMENT 6.6.3))
 - VETERAN TREES
 - NATIONAL GRID EXISTING 400 KV OHL
 - CANAL
 - RIVER / WATERCOURSE
 - SUGGESTED ROUTE
 - OPTIONAL ROUTE
 - SUGGESTED WALKING ROUTE
 - SUGGESTED STOPPING LOCATIONS

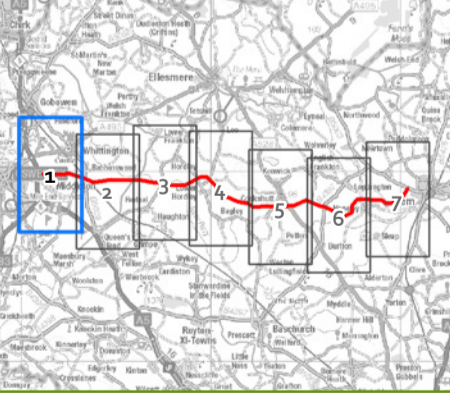
1. START AT MILE END
2. A5 CROSSING
3. OSWESTRY SUBSTATION
- 3A. VIEW OF EXISTING 132KV 'TRIDENT' OVERHEAD LINE
- 3B. WHITTINGTON CONSERVATION AREA
- 4A. MIDDLETON TEMPORARY LAYDOWN AREA AND LV U/G

- DIRECTIONS**
- MEET UP IN PARKING AREA AT MILE END, MORDA, OSWESTRY SY11 4JA
 - HEAD NORTH ALONG A5 FOR 1.4 MI, STOP 2 IS ALONG HERE
 - AT WHITTINGTON ROUNDABOUT, TAKE THE 1ST EXIT ONTO B4580 FOR 0.2 MI FOR STOP 3
 - TURN AROUND AND HEAD NORTH-EAST TOWARDS HARLECH ROAD FOR 0.1 MI
 - AT WHITTINGTON ROUNDABOUT, TAKE THE 2ND EXIT ONTO A495 FOR 1.5 MI
 - TURN RIGHT ONTO B5009 FOR 2.7 MI

Notes:
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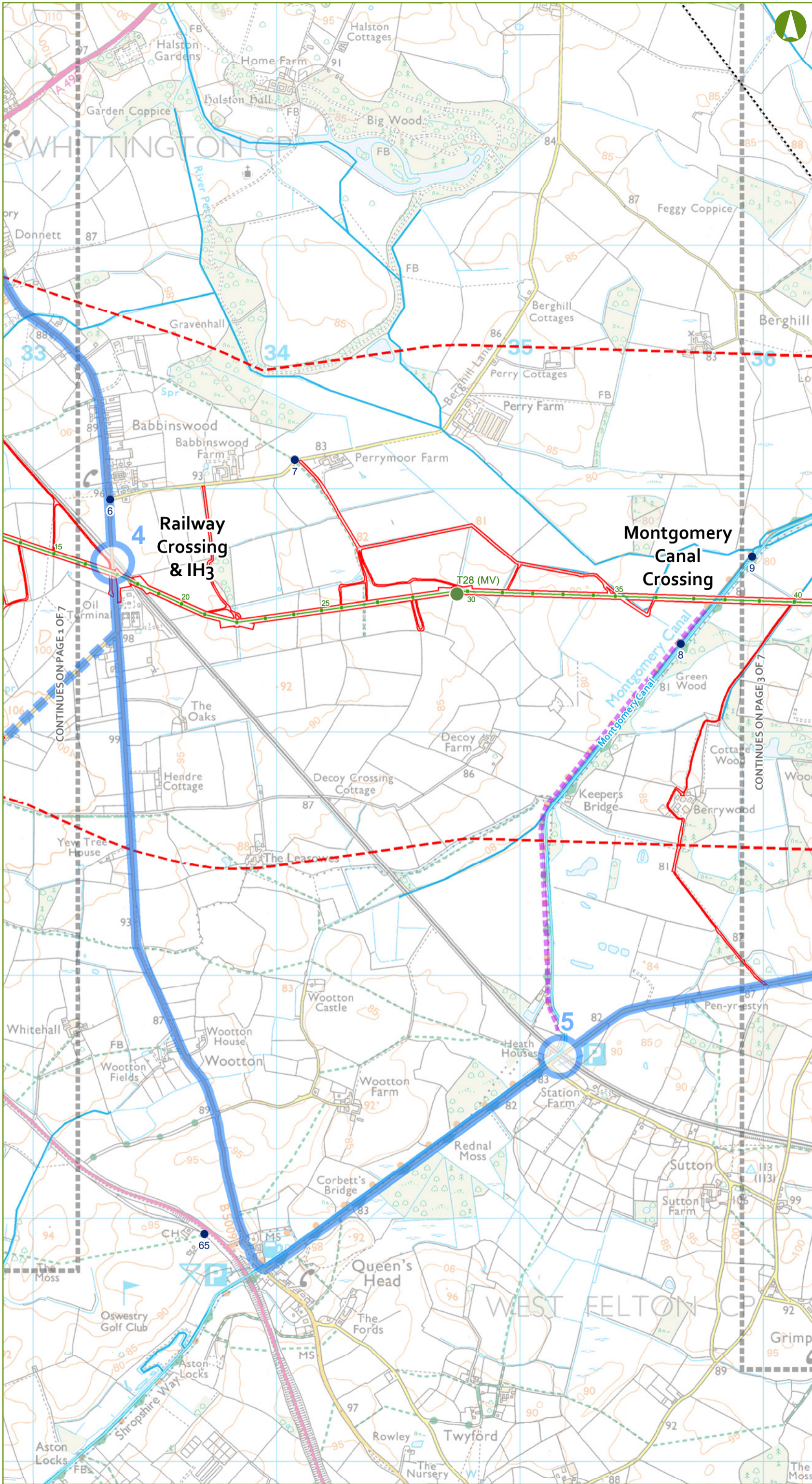


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 REINFORCEMENT TO NORTH SHROPSHIRE ELECTRICITY DISTRIBUTION NETWORK

Document Title:
 SUGGESTED ROUTE FOR EXAMINING AUTHORITY ACCOMPANIED SITE VISIT
 PAGE 1 OF 7

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 - - - - - OPTIONAL ROUTE
 - - - - - SUGGESTED WALKING ROUTE
 - SUGGESTED STOPPING LOCATIONS
 - 4. SHREWSBURY-CHESTER RAILWAY CROSSING & IMPORTANT HEDGEROW 3
 - 5. MONTGOMERY CANAL CROSSING

- DIRECTIONS**
- CONTINUE SOUTH ON B5009, STOP 4 IS ALONG HERE
 - TURN LEFT, THEN AFTER 453 FT TURN LEFT AGAIN FOR 1.7 MI
 - STOP 5 IS ALONG HERE

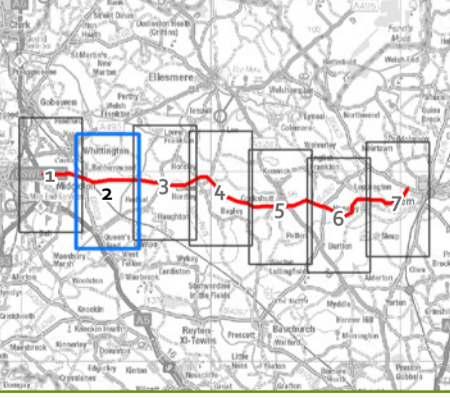
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0 125 250 500
Metres

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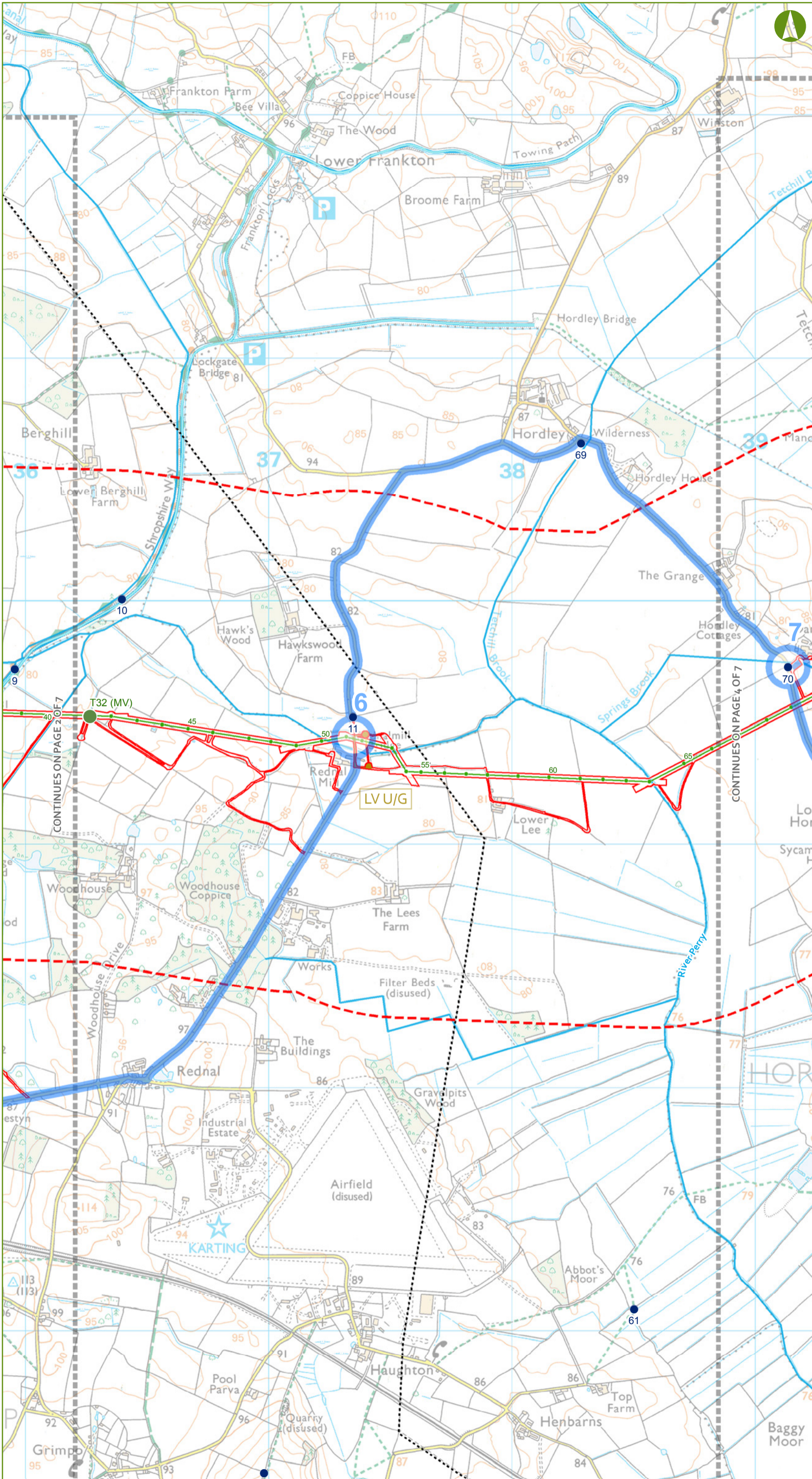


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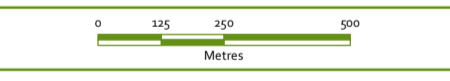


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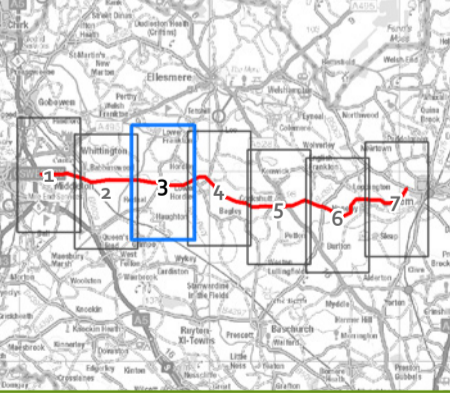
6. FLOOD RISK AT REDNAL AND RIVER PERRY & LOWER LEES FARM & LV U/G
 7. MODERATE SIGNIFICANT EFFECT AT DANDYFORD FARM (VP70)

- DIRECTIONS**
- CONTINUE ONTO WOODHOUSE DRIVE FOR 2.2 MI
 - STOP 6 IS ALONG HERE
 - SLIGHT RIGHT AND CONTINUE SOUTH-EAST
 - STOP 7 IS ALONG HERE

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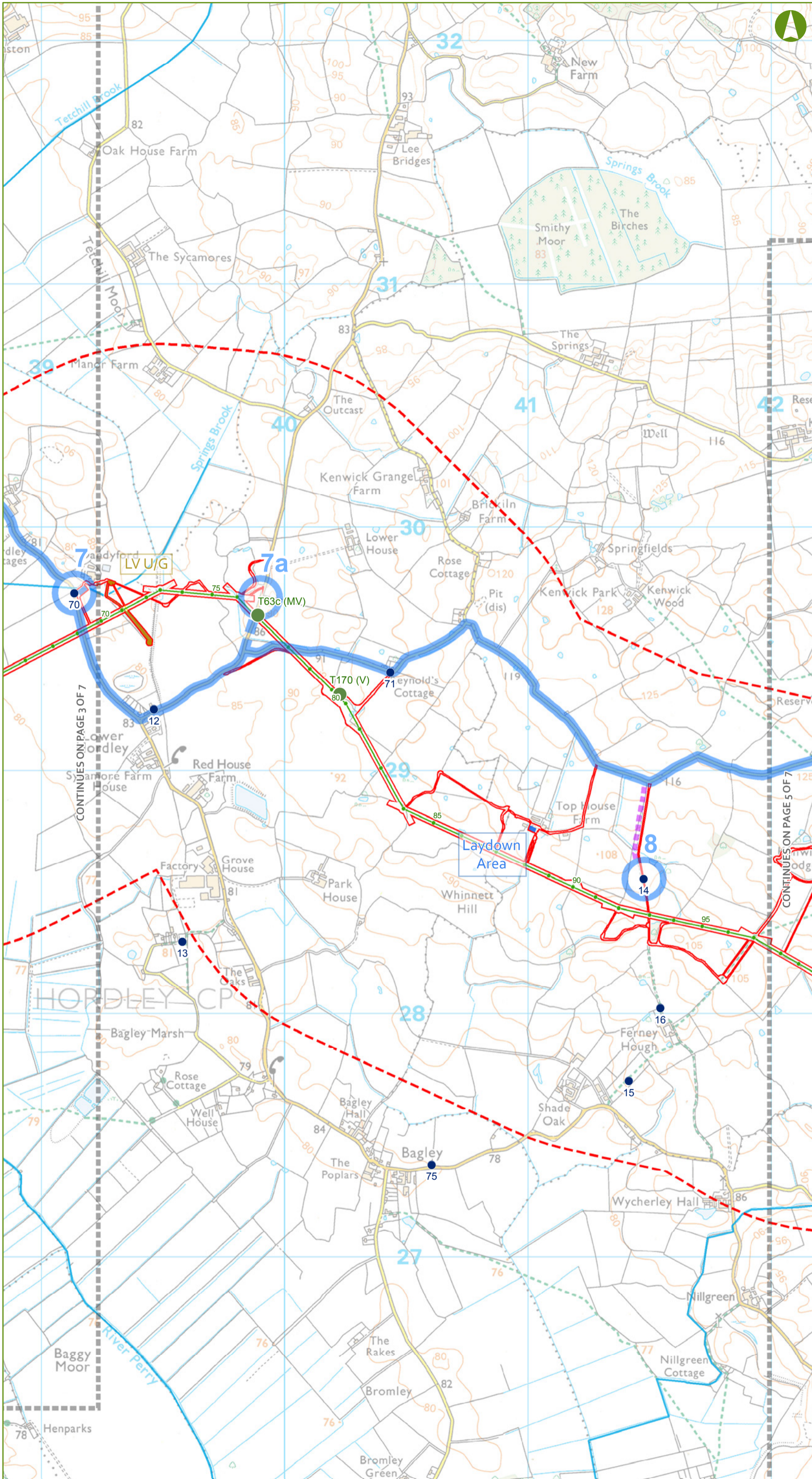


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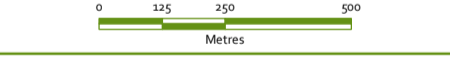
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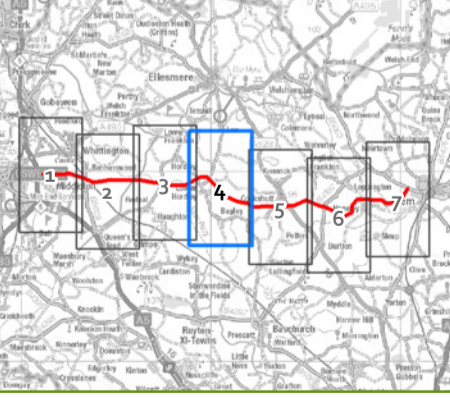
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 - SUGGESTED STOPPING LOCATIONS
 - 7. MODERATE SIGNIFICANT EFFECT AT DANDYFORD FARM (VP70) & LV U/G
 - 7A. MATURE VETERAN TREES
 - 8. MODERATE SIGNIFICANT EFFECT AT PROW NEAR KENWICK OAK (VP14)

- DIRECTIONS**
- TURN LEFT FOR 0.5 MI
 - TURN AROUND AND HEAD BACK SOUTH FOR 0.2 MI
 - TURN LEFT FOR 0.6 MI
 - TURN RIGHT, STOP 8 IS ALONG HERE

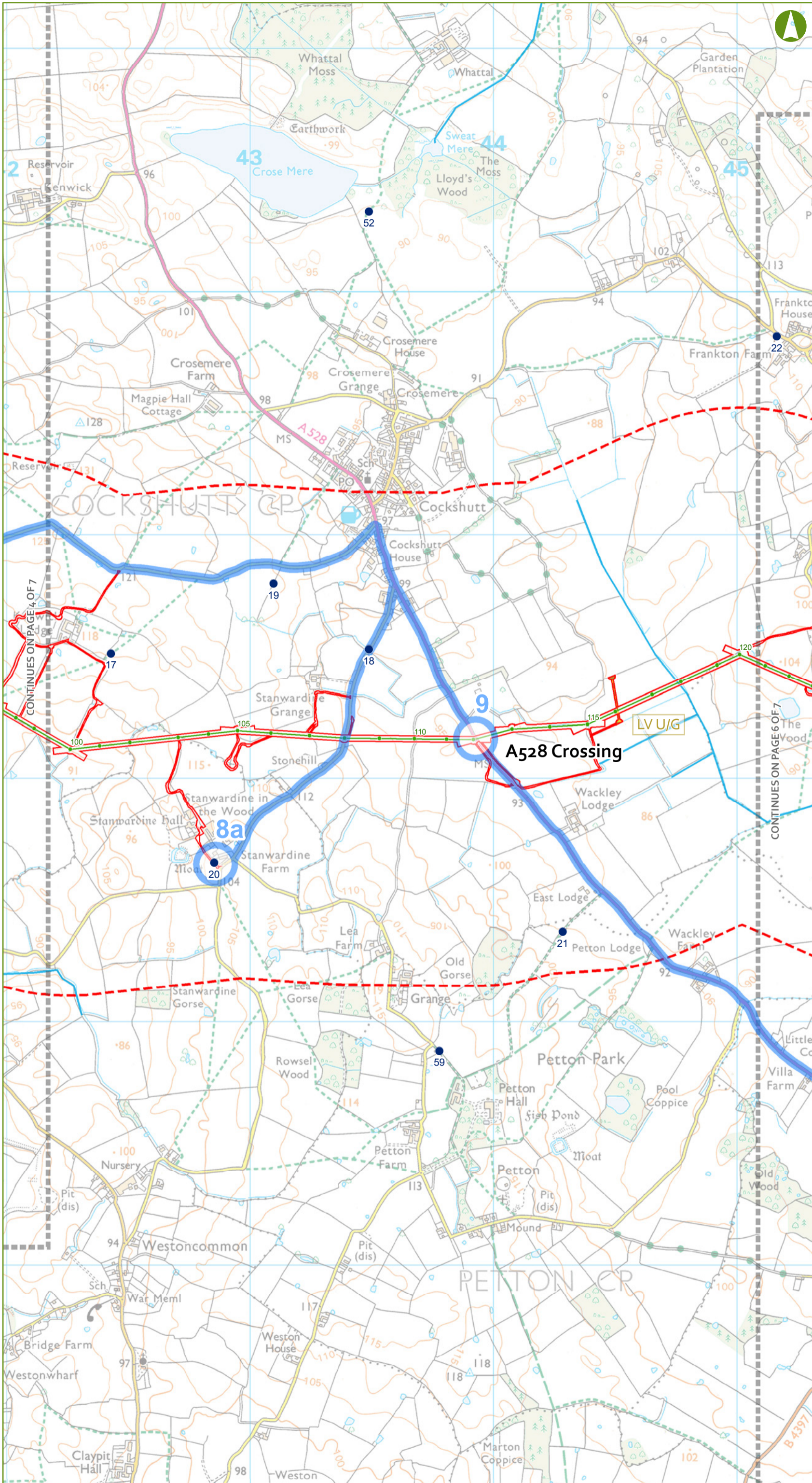
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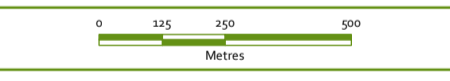
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 - SUGGESTED WALKING ROUTE
 - SUGGESTED STOPPING LOCATIONS
 - 8A. STANWARDINE MOAT SCHEDULED MONUMENT
 - 9. A528 CROSSING AND LV U/G

- DIRECTIONS**
- CONTINUE EAST FOR 1.4 MI
 - TURN RIGHT ONTO SHREWSBURY ROAD / A528
 - TURN RIGHT AND CONTINUE SOUTH FOR 0.6 MI
 - TURN AROUND AND HEAD BACK NORTH TOWARDS A528
 - TURN RIGHT ONTO SHREWSBURY ROAD / A528 FOR 2.2 MI

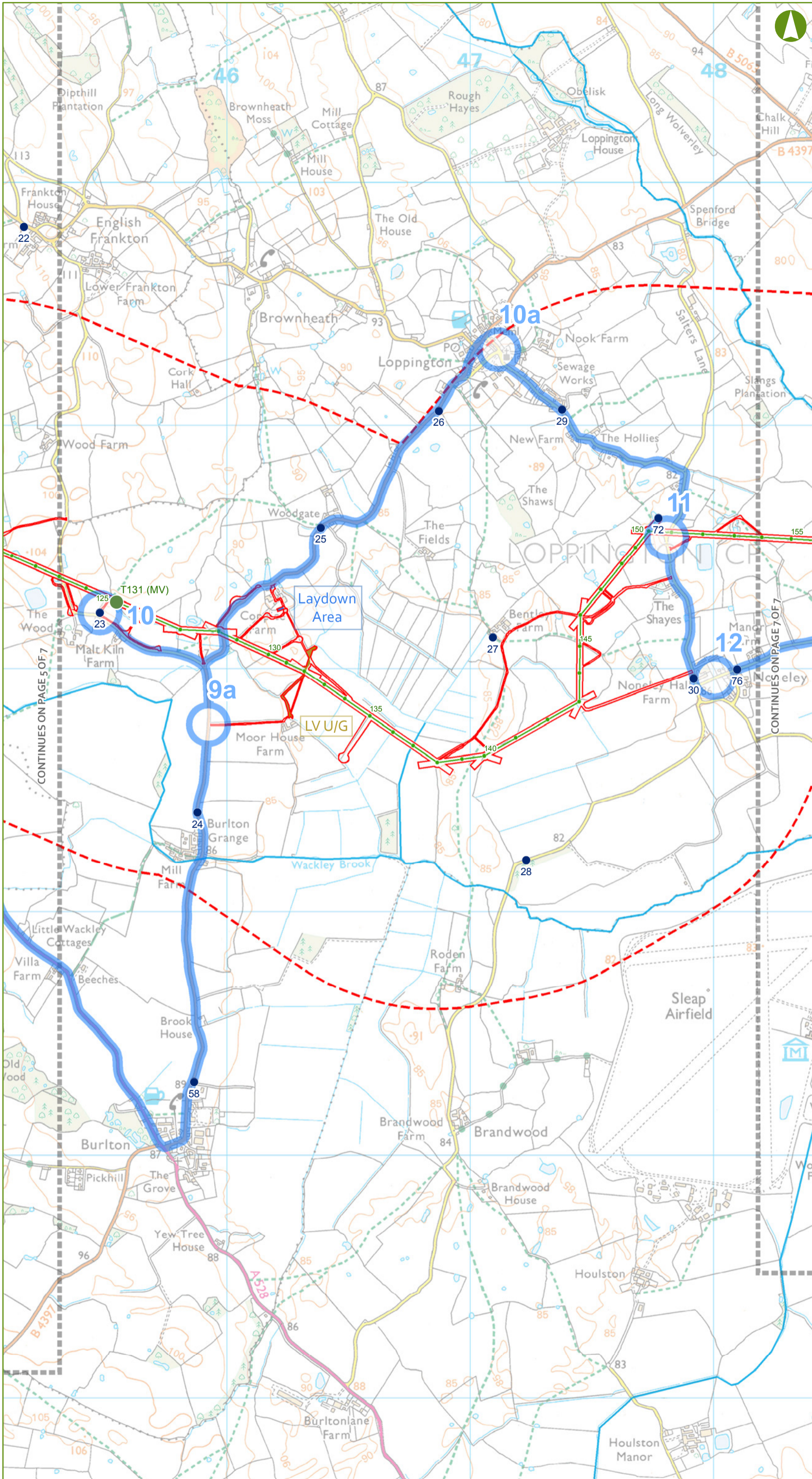
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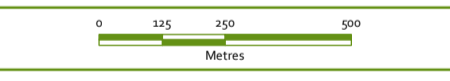
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 - OPTIONAL ROUTE
 - SUGGESTED WALKING ROUTE
 - SUGGESTED STOPPING LOCATIONS
- 9A. LV U/G
 10. MODERATE SIGNIFICANT EFFECT AT PROW NEAR MALT KILN FARM (VP23)
 10A. LOPPINGTON CONSERVATION AREA
 11. MODERATE SIGNIFICANT EFFECT AT PROW NEAR THE SHAYES (VP72)
 12. NONELEY HALL BARN

- DIRECTIONS**
- CONTINUE SOUTH-EAST ALONG A528
 - TURN LEFT ONTO B4397 FOR 1.3 MI
 - TURN LEFT FOR 0.4 MI FOR STOP 9
 - TURN AROUND AND HEAD BACK SOUTH-EAST FOR 0.4 MI
 - TURN LEFT ONTO B4397 FOR 1.2 MI
 - TURN RIGHT ONTO NONELEY ROAD FOR 0.4 MI
 - CONTINUE ONTO STONE FOR 0.3 MI
 - TURN RIGHT AT SALTERS LANE FOR 0.6 MI, STOP 10 IS ALONG HERE
 - TURN LEFT FOR STOP 11

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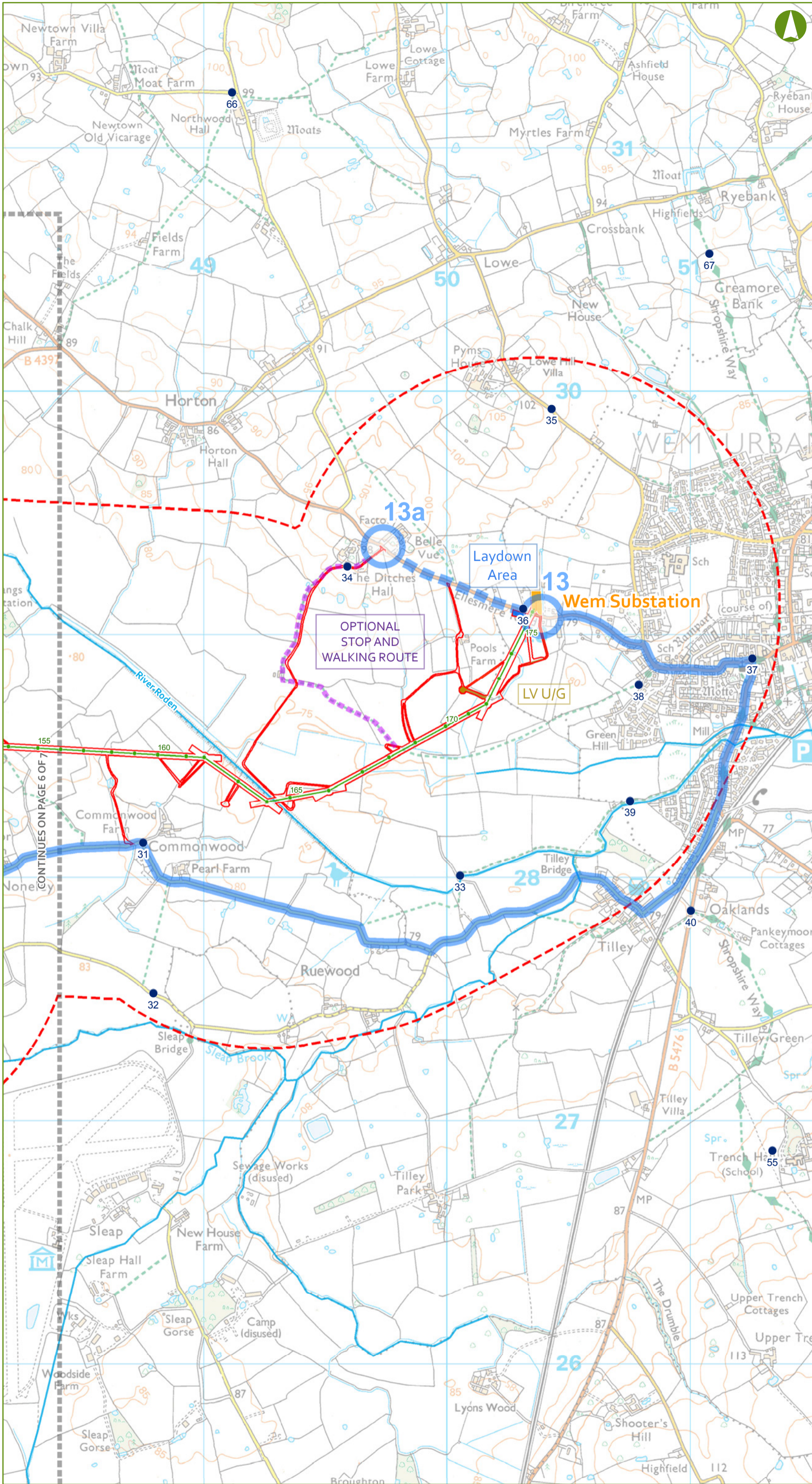


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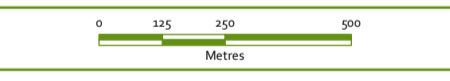
KEY

- PROPOSED 132 kV POLE POSITIONS
NOTE: POLES ARE NOT TO SCALE AND ONLY EVERY 5TH POLE IS LABELLED
- FINAL ROUTE ALIGNMENT
- ORDER LIMITS
- 1KM STUDY AREA
- PROPOSED 132 kV UNDERGROUND CABLE
- PROPOSED TEMPORARY LAYDOWN AREAS
- PROPOSED UNDERGROUND ROUTE OF EXISTING LOWER VOLTAGE OVERHEAD LINE BEING REMOVED
- EXISTING LOWER VOLTAGE OVERHEAD LINE TO BE REMOVED
- EXISTING LOWER VOLTAGE OVERHEAD LINE TO BE REPLACED WITH NEW UNDERGROUND CABLE ON SAME ALIGNMENT
- SUBSTATION
- VIEWPOINTS (SEE ES - CHAPTER 6 TECHNICAL APPENDIX 6.3: VISUAL BASELINE, VIEWPOINT SHEETS AND ASSESSMENT (DCO DOCUMENT 6.6.3))
- VETERAN TREES
- NATIONAL GRID EXISTING 400 KV OHL
- CANAL
- RIVER / WATERCOURSE
- SUGGESTED ROUTE
- OPTIONAL ROUTE
- SUGGESTED WALKING ROUTE
- SUGGESTED STOPPING LOCATIONS
- 13. WEM SUBSTATION AND LV U/G
- 13A. RIVER RODEN AND FLOOD ZONE

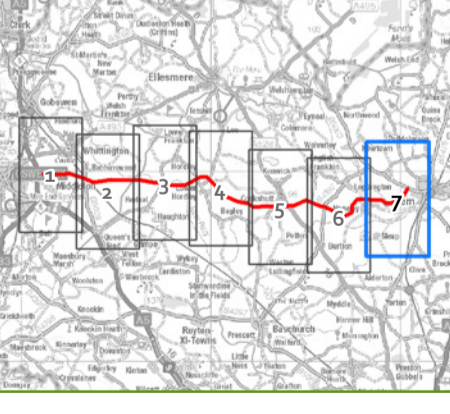
DIRECTIONS

- CONTINUE NORTH-EAST FOR 0.5 MI
- TURN RIGHT FOR 0.8 MI
- TURN LEFT FOR 0.6 MI
- TURN LEFT ONTO TILLEY ROAD FOR 0.3 MI
- SLIGHT LEFT ONTO MILL STREET / B5476 FOR 0.4 MI
- TURN LEFT ONTO HIGH STREET / B5063
- END AT STOP 12, WEM SUBSTATION

Notes:
This drawing is scaled at an A3 paper size, therefore any prints made at a smaller size will affect the accuracy of measurement units and should not be scaled against.
The study areas extend from the Order Limits, but only taking into account the proposed overhead line.



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Document Title: SUGGESTED ROUTE FOR EXAMINING AUTHORITY ACCOMPANIED SITE VISIT PAGE 7 OF 7			
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