

From: [Edward West](#)
To: Sian.Evans@pins.gsi.gov.uk; [North Shropshire Reinforcement](#)
Cc: [REDACTED]
Subject: North Shropshire Reinforcement Project - Examiner's Questions
Date: 24 April 2019 21:30:18

Dear Sian,

Further to your e-mail to Shropshire Council dated 27th March 2019 setting out the Examining Authority's written questions and requests for information (ExQ1), please see below the responses from Shropshire Council to the questions where this has been specifically sought.

Q2.0.1 Local Plan Review – What is the current position with the Council's review of the Local Plan (Core Strategy and SAMDev) and are there any considerations for the safeguarding of sand and gravel resources affected by the route of the overhead line between Cockshutt and Wem?

Response -

The Council are currently in the process of reviewing the Local Plan for the area for the period 2016-2036. When adopted this will replace the Core Strategy and SAMDev Plans. As part of this process the Council has recently carried out a consultation into 'preferred site options' in a number of settlements including Oswestry and Wem. There are currently no identified 'preferred' development options which are considered to impact on the proposed line route. The Council are due to submit the Local Plan for examination in December 2019. If the Plan is found 'sound' through examination we anticipate adoption in early 2021. At this stage the Core Strategy and SAMDev Plans are considered to be up-to-date.

Policy CS20 of the Core Strategy states that "non-mineral development in these areas (mineral safeguarding areas) will be expected to avoid sterilising or unduly restricting the working of proven mineral resources... consistent with the requirements of national and regional policy". It is confirmed that whilst the proposed 132kv line includes an area between Cockshutt and Wem which falls within a defined mineral safeguarding area, however there are currently no identified plans for future working within this area. The preferred alignment of the route is generally peripheral to the main resource blocks within the MSA (assuming Option 3B south of Cockshutt is not pursued).

It is also considered that the nature of the proposed development is unlikely to unduly restrict the ability to extract this mineral in the future. Any subsequent proposal to work this mineral would need to establish a satisfactory working methodology which accommodates the proposed line.

Q5.0.3 NSER - Although paragraph 3.3.1 of the NSER [APP-029] notes that survey extents and potential ZOIs were agreed with relevant consultees and set out in the Scoping Report, it is not explicitly stated that NE (and other relevant parties) agreed the methodology and confirmed that all of the correct European sites and site features have been included in the assessment. The Midlands Meres and Mosses Phase 1 and Phase 2 Ramsar sites are considered but the Midlands Meres and Mosses SAC is not, although it was raised in consultation responses. Please confirm the agreement of NE and other relevant nature conservation bodies.

Response –

Clarepool Moss is both a Ramsar site, part of the Meres and Mosses Ramsar site Phase 1 and part of the West Midlands Mosses SAC. Shropshire Council can confirm that it agrees with the conclusion of no likely significant effect on the designated features for both designations at Clarepool Moss.

Q7.0.2 Response to matters raised at the ISH - Annex F to the Rule 6 Letter dated 20 February 2019 provided notice of an ISH on the draft DCO [APP-012] which was held on 20 March 2019 (ISH1). Annex G to that letter set out a schedule of issues and questions for discussion at ISH1. The Applicant's (and other IPs as appropriate) written response to these matters is requested by Deadline 2 [24 April 2019] and reflected in the revised draft DCO as appropriate, also requested for Deadline 2.

Response In response to the specific requests for SC input in Annex G to the 20th February letter:

- Article 11 (3) – Shropshire Council is content with the provisions set out
- Article 37 (1) – Shropshire Council is content with the provisions set out

In addition, it is acknowledged there was some discussion at the ISH regarding Article 37 (2) where the Inspector sought views from participants, and to this end Shropshire Council can confirm they are content with the provisions set out.

Q9.0.1. LVIA and CLVIA - Please confirm agreement to the findings of the LVIA [APP-041] and CLVIA [APP-045].

Response –

Given that the assessment of landscape and visual effects has been carried out in a robust and transparent manner in accordance with the best practice set out in the Guidelines for Landscape and Visual Impact Assessment (Third edition) and with the Council's SAMDev policy MD12, Shropshire Council is in agreement with the findings.

Q9.0.9 Mitigation and visual effects - Please confirm agreement with the conclusion that no further mitigation can be provided which would reduce the potential operational visual effects of the proposed development from significant to not significant [APP-041].

Response –

Given that the assessment of landscape and visual effects has been carried out in a robust and transparent manner in accordance with the best practice set out in the Guidelines for Landscape and Visual Impact Assessment (Third edition) and with the Council's SAMDev policy MD12, and that the scope for any additional mitigation is extremely limited, Shropshire Council is in agreement with this conclusion.

Q12.01 – Local Access Please confirm agreement with the conclusions of the Transport and Highways Technical Note [APP-032] that the proposed project would have minimal impact on local access and traffic generation.

Response -

Shropshire Council as Highway Authority has reviewed the submitted Transport and Highways Technical Note, and we are satisfied that the proposed project will have a minimal impact on the surrounding Highway network, this assumption is based on the projected number of vehicles using the network each day and the level of works adjacent to or on the Highway network.

Q12.02 – Traffic Management Please confirm agreement with the provisions of the Traffic Management Plan contained within the draft CEMP [APP-036] to control and manage traffic during construction.

Response -

It is considered that the transport and traffic implications of the development can be adequately controlled through the implementation of the measures set out within the draft Construction Environmental Management Plan (CEMP) submitted, to include a Traffic Management Plan. Details of proposed vehicles and timing of delivery should be submitted for approval which will minimise the impact of vehicle movements and respond to local network conditions.

Yours faithfully,

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