



**Canal &  
River Trust**

Making life better by water

NorthShropshireReinforcement@  
planninginspectorate.gov.uk

Your Ref EN020021

Our Ref IPP - 36

Wednesday 24 April 2019

Dear Mr Hudson,

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

**Canal & River Trust Response submission for deadline two**

Thank you for your consultation.

I have provided below our latest information in relation to the examination, with headings to identify the various elements of the process, and I hope that you will find this clear, helpful and satisfactory.

#### Written question from examining authority

The Trust acknowledges that question Q9.0.1 is directed to the Trust for an answer. However, the Trust apologise that we have not yet been able to obtain full feedback from our relevant internal colleagues in relation to the content of the examiners questions. This is partly due to the short timescales involved which unfortunately coincide with bank holidays and annual leave over school holidays. We will provide a full response as soon as possible to the question and hope to have this with you by the end of next week.

#### Update on Statement of Common Ground ("SCG")

A second draft version of the SCG was received from the applicant by the Trust on 16 April 2019 and we have made an initial appraisal of it. Whilst there are not many matters that remain outstanding, there are some points of clarification required. On 18 April 2019 we sought clarification on these matters from the applicant and await their response prior to progressing the SCG further. The ExA will be kept up to date on progress as each relevant deadline is reached. A track changed draft can be provided on request.

#### Comments on other Written Representations

We have no comments to make in relation to the other written representations at this stage.

#### Representation of our own case

We are still not convinced that the applicants have assessed appropriately the merits of the case for the undergrounding of the line where it crosses the Montgomery Canal. In particular, the information provided in Appendix 1 of the Planning Statement is insufficient and does not provide a cost/benefits analysis as required by paragraphs 2.8.4 and 2.8.9 of the National Policy Statement for Electricity Networks Infrastructure (EN-5). We

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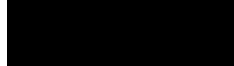
have today written to the applicant to request further information to assist us in making an assessment of whether it would be feasible to underground the electrical lines for a short section in the vicinity of the Montgomery Canal and what the impacts of this might be. This correspondence is attached for the ExA's information. We acknowledge that further information from the applicant in relation to this issue may also assist the ExA in making its decision.

Please do not hesitate to contact me with any queries you may have.

Yours sincerely,

**Ailith Rutt MRTPI**  
Planning Manager

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<https://canalrivertrust.org.uk/specialist-teams/planning-and-design>

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Our Ref IPP - 36

Wednesday 24 April 2019

Dear Mr Edwards,

**Reinforcement to the North Shropshire Electricity Distribution Network (NSIP at examination)**

**Waterway: Montgomery Canal**

Further to your initial submissions, we have been considering further the details you submitted in appendix 1 of the planning statement (APP-086 para 6.1.12 to 6.1.14 and table A7) in relation to the relative costs and benefits of the line being overhead or underground.

As you know, we see significant benefits in the line being underground at this point, especially in relation to visual amenity, impact on anglers and the retention of the existing mature landscaping which screens much of the wider views outward from the canal corridor.

In order to be able to balance the merits of the underground or overhead options, we write to ask for the following additional information:

*Construction impacts*

If the line were to be installed underground between poles 36 & 40, rather than overhead, what would the short/long term construction impacts of these works be on the canal and its environment? What access would be required for what kinds of equipment and would this result in any loss of vegetation or other visual impacts? How would it be constructed and what visual and structural impacts would this have on the canal in the short and long term? How would the canal be protected from damage or leakage during construction? Would any stoppages be required and if so for how long and why (and how would this compare with any requirements for the installation of the overhead line)?

*Landscaping and visual impacts*

Where the overhead proposals show that there would be a loss of the existing landscaping either side of the canal we ask whether this would be retained if the poles were to be located underground instead, and whether there would be any other loss of other landscaping for associated reasons? Has there been any assessment of whether the terminal poles at 36 & 40 would be visible from the canal and if so, whether this impact is acceptable (and if so, please provide it)? Has there been any assessment of the visual impact on the canal and its users of the proposed alternative access track that would be required if the line was to be underground, and if so, please provide it?

I trust that these queries are clear, but if you require any further information, please do not hesitate to contact me.

I look forward to hearing from you,

Yours sincerely,

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