



**Canal &  
River Trust**

Making life better by water

NorthShropshireReinforcement@  
planninginspectorate.gov.uk

Your Ref EN020021

Our Ref IPP - 36

Tuesday 7th May 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 additional submission for deadline two**

**Written question from examining authority – Q9.0.1**

In our letter of 24 April we promised additional detail relating to your questions of 27 March, and we now write to provide those details. The question sought our agreement to the findings of two of the DCO submission documents.

**LVIA – APP-041**

The LVIA document itself is relatively generic and sets out the methodology for assessing impacts. We consider that the methodology used is appropriate. We generally agree the findings of the LVIA in terms of the impact on the canal, insofar that it assesses the overhead line at viewpoints 8, 9 and 10 and assesses the impact from these points as being of 'minor significance'. However, the Trust are unable to agree to the findings of the LVIA in totality, as we would like to see further assessment of the visual impact from underneath the lines where it crosses the canal. As stated at Table A6.3.5 of Appendix 6.3 (page 81), at the point the line oversails the canal the magnitude of change would be medium and effects on visual amenity moderate adverse (i.e significant). We consider that this justifies a further viewpoint/photomontage being provided from underneath the lines where it crosses the canal. This would enable a full assessment of the impact to be undertaken and for the required mitigation to be identified. This in turn may require the viewpoint to be considered amongst the sites assessed at Table 6.4 of the LVIA and conclusions of the LVIA at paragraph 6.9.3.

In the absence of the above viewpoint, the Trust do not agree to paragraph 6.8.2 of the LVIA and the applicants assertion that no mitigation is required. As acknowledged by the applicant, there would be an impact at the point the line crosses the canal, which requires full further assessment to identify whether mitigation is required.

Notwithstanding the above points in terms of the overhead line, this does not prejudice the Trusts position in terms of the potential for undergrounding the line where it interacts with the canal. The Trust have outstanding queries in relation to this matter as set out in our Deadline 2 submission to the applicant, dated 24<sup>th</sup> April 2019.

**Canal & River Trust**

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CLVIA – APP-045

We note the concept of the Cumulative LVIA and concur that surrounding consents that are not yet implemented should be taken into account in this process. We have checked our records and can confirm that we have not been consulted as a statutory consultee on any planning application that should be included in the CLVIA. We can also confirm that none of the items on the list in the CLVIA are in close proximity to the proposed line crossing of the canal. Therefore, we consider that in relation to the proposed line crossing of the canal we have no further sites or matters to raise, however we have only considered this document in relation to our own assets and the canal corridor and not to the wider impacts along the whole route of the proposed line.

Finally, I would like to advise you that I shall now be the contact for the Canal & River Trust for matters relating to this project. My contact details are below.

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

Yours sincerely,

**Tim Bettany-Simmons MRTPI**  
Area Planner

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

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