FENWICK SOLAR FARM

Fenwick Solar Farm

EN010152

Environmental Statement

Volume III Appendix 10-3: Landscape Character Baseline

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1. Introduction

1.1.1 This Appendix to **Environmental Statement (ES) Volume I Chapter 10: Landscape and Visual Amenity [EN010152/APP/6.1]** sets out the relevant aspects and extracts of published landscape character assessments at the national, district, borough and local level.

1.1.2 This Appendix should be read in combination with the following **ES Volume II Figures [EN010152/APP/6.2]** which illustrate the published landscape character assessments and the Local Landscape Character Areas (LLCA) identified across the Study Area:

a. **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**;

b. **ES Volume II Figure 10-2: National and Regional Character Areas [EN010152/APP/6.2]**; and

c. **ES Volume II Figure 10-3: Local Landscape Character Areas [EN010152/APP/6.2]**.

1.1.3 Guidelines for Landscape and Visual Impact Assessment, third edition (GLVIA3) (Paragraphs 5.12–5.18) (Ref. 1) indicates that broad-scale character assessments, such as those produced at the national, regional and district level, can be used to set the scene and indicate the key characteristics that may be apparent in the Study Area. It suggests that local authority assessments provide more detail and that these can be mapped to show how the Scheme relates to them. GLVIA3 acknowledges it is likely that it will be necessary to carry out specific and more detailed surveys of the Order limits and its immediate setting or surroundings. This will ensure that it is proportionate to the assessment of the Scheme. This LVIA takes that approach, by identifying 11 Local Landscape Character Areas (LLCAs) which have been defined via desk-based review and fieldwork, to provide an additional and more proportionate level of analysis for the assessment of the Scheme. These are shown in **ES Volume II Figure 10-3: Local Landscape Character Areas [EN010152/APP/6.2]**.

1.1.4 The published assessments are used by planning authorities as part of their planning policy evidence base and often provide specific guidance or recommendations on managing landscape change.

1.1.5 A summary of the landscape sensitivity of the landscape character areas, which is included within the assessment and is based upon the methodology stated in **ES Volume III Appendix 10-2: Landscape and Visual Impact Assessment Methodology [EN010152/APP/6.3]**, is also included in this appendix. The assessment of landscape sensitivity is set out in full in **ES Volume III Appendix 10-5: Landscape Assessment [EN010152/APP/6.3]**.

2. Landscape Character of the Solar PV Site, Grid Connection Corridor and Study Areas

2.1 Context

2.1.1 This section sets out the landscape features and characteristics of the Solar PV Site, the Grid Connection Corridor, and their associated Study Areas.

2.2 Landscape Character of the Solar PV Site

2.2.1 With reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**, the Solar PV Site covers a broadly rectangular area of land at the eastern edge of Fenwick, extending around Riddings Farm.

2.2.2 With reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**, the northwest part of the Solar PV Site (covering Fields NW1 to NW11) extends northwards from the eastern edge of Fenwick and Lawn Lane to the River Went. With reference to **ES Volume II Figure 10-4: Topography [EN010152/APP/6.2]**, this part of the Solar PV Site is situated across low-lying landform, which falls very gradually from Fenwick, at around 6 m Above Ordnance Datum (AOD) to the River Went at 5 m AOD. The land use is agricultural, consisting of medium to largescale geometric fields divided by hedgerows, trees and drainage ditches. With reference to **ES Volume II Figure 2-2: Public Rights of Way [EN010152/APP/6.2]**, there is no public access across these fields.

2.2.3 Plate 1 provides a photograph showing the typical characteristics of the northwestern part of the Solar PV Site.

Plate 1: View North From Lawn Lane Towards Field NW4 within the Northwest Part of the Solar PV Site

2.2.4 With reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**, the northeast part of the Solar PV Site (covering Fields NE1 to NE12) extends northwards from Fleet Drain to the River Went. With reference to **ES Volume II Figure 10-4: Topography [EN010152/APP/6.2]**, this part of the Solar PV Site is similarly situated across low-lying and generally flat landform at around 5 m AOD. The land use is agricultural, consisting of medium and large-scale fields which vary in form. The fields are divided by drainage ditches and hedgerows with trees, however, the extent of this boundary vegetation is varied due to former hedgerow removal. A national grid pylon tower is located at the northeast edge of this part of the Solar PV Site (Field NE12), with its associated overhead wires extending northeast to south across the remainder of NE12. With reference to **ES Volume II Figure 2-2: Public Rights of Way [EN010152/APP/6.2]**, there is no public access across these fields.

2.2.5 Plate 2 provides a photograph captured from north of the Solar PV Site, orientated southwards across the River Went towards Fields NE1 and NE2.

Plate 2: View South Across the River Went Towards Fields NE1 and NE2 included within the Northeast Part of the Solar PV Site

2.2.6 With reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**, the southeast part of the Solar PV Site (Fields SE1 to SE7) extends southwards from Fleet Drain to border West Lane. With reference to **ES Volume II Figure 10-4: Topography [EN010152/APP/6.2]**, the landform is low-lying and generally flat, being situated at around 5 m AOD. The land use is agricultural, consisting of medium and large-scale fields which are irregular in form and contiguous with each other due to very limited field

boundary vegetation, such that in comparison to other parts of the Solar PV Site, there is a more open character and weaker vegetation structure. There are national grid pylon towers in Fields SE2, SE3 and SE4 with overhead wires extending southwards and eastwards. Compared to the other parts of the Solar PV Site, there is greater existing infrastructure character due to the presence of these pylons.

2.2.7 Plate 3 provides a photograph showing an example of existing infrastructure present across the Solar PV Site.

Plate 3: View Northwest From PRoW Sykehouse 29 Across Field SE2 included within the Southeast Part of the Solar PV Site

2.2.8 With reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**, the southwest part of the Solar PV Site (Fields SW1 to SW12) extends south of Lawn Lane and consists of a mixture of small, medium and large-scale rectangular agricultural fields. These fields are situated across low-lying land between 6 m AOD and 5 m AOD and divided by hedgerows and trees.

2.2.9 Plate 4 provides a photograph showing the typical characteristics of the Solar PV Site in proximity to Fenwick.

Plate 4: View Northwest from Haggs Lane Across Field SW9 and Towards Fenwick

2.2.10 With reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**, the Solar PV Site is not covered by any statutory (e.g. National Parks or National Landscapes, formerly Areas of Outstanding Natural Beauty (AONB)) or local landscape designations; nor is it within or adjacent to a Conservation Area.

2.2.11 None of the vegetation within the Solar PV Site is ancient woodland, nor is it covered by any Tree Preservation Orders (TPO). However, Bunfold Shaw, a small block of woodland just outside of the Solar PV Site, south of Fenwick Hall, is noted as being ancient woodland.

2.2.12 With reference to online mapping and **ES Volume II Figure 2-2: Public Rights of Way [EN010152/APP/6.2]**, there are no public rights of way (PRoW) across the northwest and northeast parts of the Solar PV Site.

2.2.13 With reference to **ES Volume II Figure 2-2: Public Rights of Way [EN010152/APP/6.2]**, in the southeast part of the Solar PV Site, PRoW (footpath) Sykehouse 29 extends across the southern edge of Field SE2, between West End Farm and Bunfold Shaw.

2.2.14 In the southwest part of the Solar PV Site, PRoW (footpath) Fenwick 12 extends across the northeast edge of Fields SW2 and SW5, between Lawn Lane and Bunfold Shaw. PRoW (footpath) Fenwick 10 extends adjacent to Fenwick Common Drain. PRoW (footpath) Fenwick 15 extends across the southern fields (Fields SW3, SW4 and SW6). PRoW (footpath) Fenwick 14 extends along the western edge of Fields SW3 and SW4 and PRoW (footpath) Fenwick 13 extends across SW6, to connect with Fenwick Common Drain.

2.2.15 With reference to **ES Volume II Figure 10-5: Hydrology and Woodland [EN010152/APP/6.2]**, most of the northern, eastern and central parts of the Solar PV Site are within Flood Zone 2. Land immediately adjacent to the River Went along the northern edge of the Solar PV Site, land adjacent to Fleet Drain in the eastern and central parts of the Solar PV Site, and land along the southeast edge of the Solar PV Site, is within Flood Zone 3.

2.2.16 The Campaign for the Protection of Rural England (CPRE) have mapped the level of radiance (night lights) shining up into the night sky via differing colour bands (Ref. 2), as shown in **ES Volume II Figure 10-12: CPRE Light Pollution and Dark Skies [EN010152/APP/6.2]**. The Solar PV Site is within an area of dark skies, reflecting that the fields within the Solar PV Site are not lit. The southeast part of the Solar PV Site is illustrated as a 'brighter' area in contrast to the other fields, as a result of the lighting adjacent to West Lane. However, this part of the Solar PV Site is not lit and is considered to reflect the remainder of the Solar PV Site, being unlit and an area of generally darker night skies.

2.2.17 CPRE have also mapped tranquillity and with reference to the online mapping (Ref. 3), the Solar PV Site is an area of higher tranquillity in comparison to the surrounding settlements, roads and railway.

Solar PV Site Landscape Summary

2.2.18 In summary, the Solar PV Site consists of small to large-scale agricultural fields situated across low-lying and generally flat landform between 5 m and 6 m AOD. The fields are mainly geometric in form and divided by a combination of drainage ditches, hedgerows and trees. The extent of this vegetation is notably less across the southeast part of the Solar PV Site, such that there is a more open character in relation to a higher degree of enclosure across the remainder of the Solar PV Site. There is also a more notable infrastructure character in the southeast part of the Solar PV Site due to the existing pylons. The Solar PV Site is not covered by any landscape designations, nor does it contain any rare landscape features. There is recreational use in the southwest part of the Solar PV Site due to several PRoW which cross the fields. There are no PRoW across the northwest and northeast parts of the Solar PV Site. The Solar PV Site is not lit and therefore reflects an area of generally darker night skies.

2.3 Landscape Character of the Grid Connection Corridor

2.3.1 With reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**, the Grid Connection Corridor extends southwards from the Solar PV Site for approximately 6.4 km to the Existing National Grid Thorpe Marsh Substation.

2.3.2 The Grid Connection Corridor has an average width of 100 m between these two locations, with an average working width of 30 m. Itis situated across low-lying and very gently undulating landform between 5 m and 6 m AOD, as demonstrated by **ES Volume II Figure 10-4: Topography [EN010152/APP/6.2]**.

2.3.3 Areas of more notable but localised level change occur along the southern part of the Grid Connection Corridor, adjacent to the River Don, via engineered embankments. There are also numerous watercourses and drains dividing the fields. These include the Mill Dike (Carrs Drain), between Moss and Wrancarr Lane, and Trumfleet Pit, south of Trumfleet.

2.3.4 With reference to **ES Volume II Figure 10-5: Hydrology and Woodland [EN010152/APP/6.2]**, most of the Grid Connection Corridor is within Flood Zone 3, except for land between Moss and Thorpe in Balne which is in Flood Zone 2.

2.3.5 Agriculture is the main land use across the Grid Connection Corridor, characterised by a range of field sizes and forms, but with a consistent pattern of low hedgerows and trees dividing the fields. Other land uses across the Grid Connection Corridor Study Area include the overhead pylons between Trumfleeet Grange and Thorpe in Balne. The Existing National Grid Thorpe Marsh Substation is characterised by a rectangular arrangement of external transformers, associated equipment and a single storey building located between South Road and Thorpe Bank.

2.3.6 The Grid Connection Corridor crosses several roads and lanes, including Moss Road, Brick Kiln Lane, Trumfleet Lane and Thorpe Bank. In proximity to Thorpe in Balne, the Grid Connection Corridor crosses part of the dismantled railway, and in proximity to the Existing National Grid Thorpe Marsh Substation, part of the freight only railway line that connects the Askern branch line with the Skellow line.

2.3.7 With reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**, the Grid Connection Corridor is not covered by any statutory or local landscape designations, nor any Conservation Areas.

2.3.8 With reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]** and **ES Volume II Figure 10-5: Hydrology and Woodland [EN010152/APP/6.2]**, there is no ancient woodland within the Grid Connection Corridor. The overall extent of mature woodland is low, with the main concentration of woodland along the dismantled railway line.

2.3.9 With reference to **ES Volume II Figure 2-2: Public Rights of Way [EN010152/APP/6.2]**, the Grid Connection Corridor is crossed by several PRoW. These routes mainly link to the surrounding settlements or are aligned with watercourses. The routes include the Trans Pennine Trail and National Cycle Network Route 62 north of Trumfleet.

2.3.10 With reference to the online CPRE mapping (Ref. 2) and **ES Volume II Figure 10-12: CPRE Light Pollution and Dark Skies [EN010152/APP/6.2]**, the Grid Connection Corridor is an area of predominantly ‘darker skies’, reflecting the agricultural land use and limited sources of lighting. In proximity to Moss and Thorpe in Balne, the character of the night sky is slightly brighter, due to localised light spillage from residential areas.

2.3.11 Most of the Grid Connection Corridor is considered to exhibit higher levels of tranquillity due to the land use. The exceptions are in proximity to the settlements, overhead power lines and roads. Similarly, there is no sense of tranquillity at the Existing National Grid Thorpe Marsh Substation.

2.4 Landscape Character of the Solar PV Site Study Area

2.4.1 As set out within **ES Volume III Appendix 10-2: Landscape and Visual Impact Assessment Methodology [EN010152/APP/6.3]**, and with reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**, the LVIA Study Area for the Solar PV Site extends up to 2 km from its boundary. The relevant landscape features of the Study Area are set out below.

Landform and Watercourses

2.4.2 With reference to **ES Volume II Figure 10-4: Topography [EN010152/APP/6.2]**, the landform remains low-lying north of the Solar PV Site and the River Went, at around 5 m AOD; before rising gradually towards Pollington, at the northern edge of the Study Area, situated around 10 m AOD. With reference to **ES Volume II Figure 10-5: Hydrology and Woodland [EN010152/APP/6.2]**, the two main hydrological features are the River Went, to the immediate north of the Solar PV Site, and the Aire and Calder Navigation which crosses the northern part of the Study Area. The intervening fields between these two watercourses are crossed by numerous drainage ditches.

2.4.3 To the east of the Solar PV Site, the landform is low-lying and generally flat at around 5 m AOD. There are several drainage ditches, small watercourses (Smallhedge Rein) and ponds (mainly between Topham and West Lane) situated across this low-lying land. The New Junction Canal is the main hydrological feature in the eastern part of the Study Area, with its straight (engineered) alignment formed by very low embankments above the surrounding fields.

2.4.4 To the south of the Solar PV Site, the landform is similarly low-lying and generally flat, being situated at around 5 m AOD, before rising very gradually towards Moss and Brick Kiln Lane which are situated between 6 and 7 m AOD. Several drainage ditches cross the southern part of the Study Area, including the Ell Wood and Fenwick Grange Drain, located between the Solar PV Site and Moss; the Flashley Carr Drain, in the southeast part of the Study Area; and the Mill Dike, at the southern edge of the Study Area.

2.4.5 To the west of the Solar PV Site, the landform is generally flat and low-lying at around 5 m AOD and rises very gradually towards Fenwick, which is situated at 6 m AOD. There is very localised level change along the alignment of the East Coast Main Line, west of Fenwick, with the railway line situated on a very low embankment. The landform falls very gradually west of the railway line towards the conflux of the River Went (old course) and River Went at 5 m AOD.

2.4.6 In summary, the Study Area is characterised by a consistent pattern of low-lying landform, generally at around 5 m AOD. The main areas of level change relate to agricultural management via drainage ditches which cross many of the fields; or infrastructure, via low embankments to enable the railway to cross the fields or provide the transition between the fields and canals. Settlements, such as Fenwick are also located across very slightly elevated land. The Solar PV Site therefore reflects this wider pattern of low-

lying landform, and the more localised very gradual rise in landform between the River Went and Fenwick.

Vegetation

2.4.7 With reference to **ES Volume II Figure 10-5: Hydrology and Woodland [EN010152/APP/6.2]** and **ES Volume II Figure 10-11: Tree Preservation Order and Important Hedgerow Plan [EN010152/APP/6.2]**, the vegetation patterns north of the Solar PV Site consist mainly of field boundary hedgerows with trees. Woodland is limited and small in scale, with the main concentration 1.2 km northwest of the Solar PV Site, at Chapel Hill. There are also small woods 500 m northeast of the Solar PV Site, between the River Went and Topham, along with established tree belts adjacent to the dismantled railway line. Small woodlands and mature tree groups border many of the farms and residential properties between the Solar PV Site and Pollington, as well as along the banks of the New Fleet Drain.

2.4.8 There is mature woodland adjacent to the eastern part of the Solar PV Site, extending from West Lane and across Bungalow Farm. Established trees border the dismantled railway which also extends across the eastern part of the Study Area. Beyond these main areas of vegetation, the remainder of the eastern part of the Study Area is characterised by mature hedgerows and trees dividing the fields and adjacent to many of the local roads, including at Sykehouse.

2.4.9 To the south of the Solar PV Site, the agricultural land use similarly results in the main vegetation patterns being hedgerows and tress dividing fields or bordering local roads. The density of this field boundary vegetation increases south of Moss, in the southern part of the Study Area.

2.4.10 The pattern of field boundary vegetation continues west of the Solar PV Site, along with established trees bordering residential properties and agricultural land uses in Fenwick. To the west of Fenwick, the larger scale field pattern results in a more open character to the landscape, due to fewer hedgerows. The extent of vegetation increases at the western edge of the Study Area, with mature vegetation adjacent to the River Went and the A19.

2.4.11 In summary, the vegetation patterns across the Study Area strongly reflect the agricultural land use, via mature hedgerows and trees dividing the fields or bordering the local road networks. The extent of woodland and tree belts cover is localised, but mainly concentrated across the eastern part of the Study Area, including adjacent to the dismantled railway line and the eastern edge of the Solar PV Site. The hedgerows and trees across the Solar PV Site therefore reflect the field boundary patterns across the Study Area.

Settlement Pattern and Land Use

2.4.12 With reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**, the settlement pattern is sparse across the northern part of the Study Area, consisting of a low number of individual farms and residential properties. Balne is located approximately 1.9 km northwest of the Solar PV Site and consists of a small cluster of bungalows and two storey residential properties adjacent to a crossroad. The density of the settlement pattern increases at the northern edge of the Study Area, at Pollington.

2.4.13 To the east of the Solar PV Site, residential land uses are concentrated adjacent to West Lane, which extends to Sykehouse, approximately 400 m northeast of the Solar PV Site, where the road becomes Broad Lane. Properties in Sykehouse are mainly bungalows, with small clusters of contemporary two storey properties located centrally in the village. Topham, approximately 250 m northeast of the Solar PV Site, is a very small cluster of large, detached properties set within well vegetated grounds, with the Topham Ferry Bridge providing a crossing point across the River Went. Overhead pylons cross the eastern part of the Study Area, between Topham and West Lane.

2.4.14 To the south of the Solar PV Site, agricultural fields extend for approximately 600 m to Moss, which consists of mainly two storey residential properties concentrated between Moss Road and Pinfold Lane. Moss Road is also the main road across the southern part of the Study Area.

2.4.15 Fenwick, which borders the western edge of the Solar PV Site consists of a linear arrangement mainly two storey residential properties and farm buildings adjacent to Fenwick Lane and Shaw Lane. Residential properties extend to border the East Coast Main Line, which crosses Fenwick Lane via a level road crossing. The overhead electrical lines and supporting columns border the railway tracks for the entire length of the railway across the Study Area. Fenwick Lane is also bordered by telegraph poles. To the west of the East Coast Main Line, the settlement pattern is very sparse due to the agricultural land use, with only several detached residential properties and farms adjacent to Fenwick Lane.

2.4.16 The Solar PV Site borders Riddings Farm and Fenwick Hall, both of which are accessed via Lawn Lane. Riddings Farm consists of a bungalow in proximity to Lawn Lane, bordered by mature hedgerows. Taller, two storey barns are north of the bungalow, along with a single wind turbine. Fenwick Hall consists of residential properties bordered by tall hedgerows and mature trees, along with a range of farm buildings.

2.4.17 In summary, the main land use across the Study Area is agriculture. The settlement pattern is generally sparse, consisting of small-scale linear villages adjacent to the main road network, with Fenwick, the closest of these to the Solar PV Site. The main concentration of residential and employment land uses is at the northern edge of the Study Area, at Pollington. Infrastructure is notable via the height of the overhead pylons across the eastern part of the Study Area and the electrical wires adjacent to the East Coast Main Line, across the western part of the Study Area. The Solar PV Site is therefore part of the common place agricultural land use within the Study Area.

Public Rights of Way and Other Public Access

2.4.18 With reference to the online mapping and **ES Volume II Figure 2-2: Public Rights of Way [EN010152/APP/6.2]**, there are a relatively high number of PRoW extending north of the River Went. These routes connect with the local road network and include part of National Cyle Route 62, north of Topham.

2.4.19 To the east of the Solar PV Site, there are a low number of PRoW extending between West Lane and the New Junction Canal. To the south of the Solar

PV Site, there are several PRoW extending towards Moss. To the west of the Solar PV Site, there are several PRoW within Fenwick and extending adjacent to the East Coast Main Line. There are no PRoW across the western part of the Study Area, between Fenwick Lane and the River Went (old course).

2.4.20 The northern part of the Solar PV Site is not crossed by PRoW. The southern part of the Solar PV Site reflects the higher degree of public access between Fenwick and Moss, with the PRoW within the Solar PV Site forming part of these routes.

Designations

2.4.21 With reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**,the Solar PV Site and the Study Area are not covered by any statutory or local landscape designations.

2.4.22 The Solar PV Site is not within, nor in proximity to, a Conservation Area. There are several listed buildings and scheduled monuments in proximity to the Solar PV Site, which with reference to **ES Volume I Chapter 7: Cultural Heritage [EN010152/APP/6.1]**, which include:

a. The Dovecote and outbuildings (Ref. 4) (Grade II), Barn and Granary (Ref. 5) (Grade II) and Lily Hall (Ref. 6) (Grade II) within Riddings Farm;

b. Lowgate Farmhouse (Grage II) (Ref. 7), northwest of the Solar PV Site, between the River Went and Pollington;

c. Fenwick Hall moated site (Ref. 8), Barn and outbuildings (Grage II) (Ref. 9) and Fenwick Hall (Grage II) (Ref. 10), within Fenwick Hall;

d. Topham Ferry Bridge (Grade II) (Ref. 11), northeast of the Solar PV Site, at the River Went;

e. Dovercote and outbuildings (Grade II) (Ref. 12), southeast of the Solar PV Site, at West End; and

f. Ponderosa Farmhouse Barn (Grade II) (Ref. 13), south of the Solar PV Site, at Moss.

2.4.23 The Solar PV Site is not within, nor in proximity to, any statutory ecological designations. There are also no statutory ecological designations within the Study Area of the Solar PV Site. There are several Local Wildlife Sites (LWS) within or within proximity to the Solar PV Site, with reference to **ES Volume I Chapter 8: Ecology [EN010152/APP/6.1]** and **ES Volume 6 Figure 8-2: Sites Non-Statutorily Designated for their Biodiversity Value [EN010152/APP/6.2]**, which include:

a. Went Valley LWS within the northern part of the Solar PV Site, adjacent to and south of the River Went;

b. Fenwick Churchyard LWS, located less than 1 m west of Fenwick Common Lane, which comprises part of the Solar PV Site;

c. Bunfold Shaw LWS, located less than 10 m from the Solar PV Site, within the centre area;

d. Fenwick Hall Moat LWS, located approximately 25 m from the Solar PV Site, surrounding Fenwick Hall;

e. Moss Brick Pond LWS, located approximately 110 m southwest of Fenwick Common Lane, which comprises part of the Solar PV Site; and

f. Riddings Farm cLWS, located approximately 130m from the Solar PV Site at Riddings Farm.

2.4.24 In summary, the Solar PV Site extends around listed buildings within Riddings Farm and Fenwick Hall, which also includes a scheduled monument. The overall number of listed buildings within the Study Area bordering the Solar PV Site is low, and these relate to farm buildings or crossings of the River Weir. This low number of buildings reflects the absence of Conservation Areas in proximity to the Solar PV Site. The Solar PV Site hosts one LWS along the River Went, with a number of other LWS within its Study Area.

Character of the Night Sky

2.4.25 CPRE have mapped the level of radiance (night lights) shining up into the night sky via differing colour bands (Ref. 2).

2.4.26 With reference to CPRE's online mapping and **ES Volume II Figure 10-12: CPRE Light Pollution and Dark Skies [EN010152/APP/6.2]**, the 'darker' night skies extend across the northern part of the Study Area, reflecting the agricultural land use adjacent to the River Went. The level of night lights increases towards the northern edge of the Study Area, reflecting the greater density of residential and industry land uses at Pollington, which is identified as a mid-tier brightness area.

2.4.27 To the east of the Solar PV Site, the level of night lights is low, resulting in daker night skies and reflecting the agricultural land uses. There is increased brightness adjacent to West Lane and across Sykehouse due to the residential land uses.

2.4.28 To the south and west of the Solar PV Site, the level of night lights is similarly low due to the agricultural land uses. There is an increase in the level of night lights across Moss, with the centre of Moss identified as a brighter area and at Fenwick.

Tranquillity

2.4.29 With reference to the CPRE's online mapping (Ref. 3), infrastructure corridors and settlements within the Study Area typically reduce the level of tranquillity locally. Areas not crossed by main roads or rail corridors are shown to be the most tranquil.

2.5 Landscape Character of the Grid Connection Corridor Study Area

2.5.1 As set out within **ES Volume III Appendix 10-2: Landscape and Visual Impact Assessment Methodology [EN010152/APP/6.3]**, and with reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**, the LVIA Study Area for the Grid Connection Corridor extends up to 0.5 km from the

Grid Connection Corridor. The relevant landscape features of this Study Area are set out below.

Landform and Watercourses

2.5.2 With reference to **ES Volume II Figure 10-4: Topography [EN010152/APP/6.2]**, the landform north of the Grid Connection Corridor covers the Solar PV Site. As set out in the preceding section, this landform consists of low-lying and generally flat land which falls towards the River Went.

2.5.3 To the east of the Grid Connection Corridor, the landform remains low-lying and very gently undulating, at around 5 m AOD. The main areas of level change are related to the dismantled railway line, due to either being in cutting or embankment. To the south of the Grid Connection Corridor, the landform similarly remains low-lying, reflecting the numerous watercourses, including the River Don, flowing between Kirk Sandall and Almholme. To the west of the Grid Connection Corridor, the landform remains low-lying across agricultural fields, with localised level changes in relation to the numerous ditches and watercourses which divide the fields. There is a notable rise in the landform between the Existing National Grid Thorpe Marsh Substation and the Thorpe Marsh Nature Reserve in the southern part of the Grid Connection Corridor Study Area due to the former spoil tip.

2.5.4 With reference to **ES Volume II Figure 10-5: Hydrology and Woodland [EN010152/APP/6.2]**, the western part of the Grid Connection Corridor Study Area is mainly in Flood Zone 2, whilst the eastern part is mainly in Flood Zone 3.

2.5.5 In summary, the Grid Connection Corridor Study Area consists of an area of low-lying and very gently undulating landform at around 5 m AOD, due to being within the plains of the River Don and numerous drains which cross the landscape. There is localised level change along the dismantled railway line and engineered watercourses.

Vegetation

2.5.6 The main vegetation pattern across the Grid Connection Corridor Study Area are field boundary hedgerows with trees. The main concentration of woodland is along the disused railway and around Thorpe Marsh Nature Reserve.

Settlement Pattern and Land Use

2.5.7 Agriculture is the main land use across the Grid Connection Corridor Study Area, with a range of field sizes and a constant pattern of field boundary vegetation.

2.5.8 Moss is a small village, situated approximately 1.6 km south of Fenwick, clustered between the junction of Moss Road and Brick Kiln Lane. Residential properties range between bungalows and two storey buildings, with contemporary detached properties located in the western part of the village.

2.5.9 To the south of Moss, the settlement pattern is intermittent, with individual farms and small hamlets adjacent to the lanes. This includes Trumfleet and Thorpe in Balne, which are characterised by ribbon residential development.

2.5.10 The Thorpe Marsh Nature Reserve is in the southwest of the Study Area, between the former spoil tip and the East Coast Main Line.

2.5.11 Infrastructure includes overhead pylons extending from the east of Moss to the south of the Existing National Grid Thorpe Marsh Substation.

Public Rights of Way and Other Public Access

2.5.12 With reference to the online mapping and **ES Volume II Figure 2-2: Public Rights of Way [EN010152/APP/6.2]**, there is PRoW access across fields south of Fenwick, but the land between Fenwick and the River Went is not publicly accessible.

2.5.13 There are a relatively high number of PRoW across the eastern part of the Grid Connection Corridor Study Area, extending between the villages and adjacent to the drains. These routes include parts of the Trans Pennine Trail between Braithwaite and Kirkhouse Green and the Thorne Round Walk south of Kirk Bramwith.

2.5.14 In contrast, there are a low number of PRoW across the southern part of the Grid Connection Corridor Study Area. PRoW mainly extend between Fordstead Lane, Almholme and the East Coast Main Line.

2.5.15 There are a relatively high number of PRoW across the western part of the Grid Connection Corridor Study Area, extending between Trumfleet, Thorpe in Balne and the East Coast Main Line.

Designations

2.5.16 With reference to **ES Volume II Figure 10-1: Landscape and Visual Amenity Study Area and Relevant Designations [EN010152/APP/6.2]**, there are no statutory or local landscape designations within the Grid Connection Corridor Study Area.

2.5.17 There are no Conservation Areas within the Grid Connection Corridor Study Area. Listed buildings are concentrated adjacent to Wrancarr Lane and around Thorpe in Balne. There is also a scheduled monument at Thorpe in Balne, which is omitted from the Grid Connection Corridor.

2.5.18 With reference to **ES Volume I Chapter 8: Ecology [EN010152/APP/6.1]**, there are no statutory designations for ecology within the Grid Connection Corridor Study Area. There are a number of LWS within the Grid Connection Corridor Study Area largely associated with the River Don and Thorpe Marsh Nature Reserve.

Character of the Night Sky

2.5.19 The reference to CPRE's online mapping (Ref. 2) and **ES Volume II Figure 10-12: CPRE Light Pollution and Dark Skies [EN010152/APP/6.2]**, the Grid Connection Corridor Study Area is a generally 'darker' area of night sky, reflecting the agricultural land use. There are localised brighter night skies across the residential areas, including Moss and between Thorpe in Balne and the Existing National Grid Thorpe Marsh Substation.

3. Published Landscape Character Assessments

3.1 Overview

3.1.1 This section summarises the relevant published landscape character assessments at the national, district and borough level, and their associated Landscape Character Types (LCTs) or Landscape Character Areas (LCAs) relevant to the Solar PV Site Study Area and Grid Connection Corridor Study Area. These have been included to provide context and have been used to inform the identification of more detailed LLCAs, as described in Section 4.

3.1.2 The Order Limits also includes a section of highway at the junction of the A19 and Station Road in the town of Askern to allow for abnormal indivisible load (AIL) vehicle access and escort. An initial Study Area was applied to cover the land up to 500 m from this section of highway. As the works would be limited to temporary traffic signal and banksman control for the period of AIL delivery, no impacts on Landscape and Visual Amenity are anticipated, and therefore this area is not assessed further or considered in the landscape baseline below.

3.1.3 Table 1 provides an overview of the published landscape character assessments and LLCAs within the Solar PV Site Study Area and Grid Connection Corridor Study Area, and how they relate to one another.

Table 1: Published Landscape Character Assessments and LLCAs within the Solar PV Site Study Area

National	Landscape Character Type	Landscape Character Area	LLCA
National Character Area 39: Humberhead Levels *(covers the Order limits)*	**Doncaster** LCT F: Settled Clay Farmlands *(covers part of the Solar PV Site Study Area and part of the Grid Connection Corridor Study Area)* LCT E: River Carrlands *(covers part of the Grid Connection Corridor Study Area)* LCT H: Sandlands, Heaths and Farmland *(covers part of the Grid Connection Corridor Study Area)*	**Doncaster** F2: Owsten to Sykehouse Settled Clay Farmlands *(covers part of the Solar PV Site Study Area and part of Grid Connection Corridor Study Area)* F1: Tollbar Settled Clay Farmlands *(covers part of the Grid Connection Corridor Study Area)* E2: West Don and Dun River Carrlands *(covers part of the Grid Connection*	LLCA 1: Fenwick Village LLCA 2: Fenwick Farmlands LLCA 3: River Went Farmlands (South) LLCA 4: Flashley Carr Farmlands LLCA 5: River Went Corridor LLCA 7: Topham and Eskholme Farmlands LLCA 8: Moss Village LLCA 9: Moss Farmlands LLCA 10: Sykehouse Medieval Farmlands

National	Landscape Character Type	Landscape Character Area	LLCA
		Corridor Study Area) H2: Blaxton to Sainforth Sandland Heaths and Farmland *(covers part of the Grid Connection Corridor Study Area)*	
	North Yorkshire LCT 23: Levels Farmland *(covers part of the Solar PV Site Study Area)*		LLCA 5: River Went Corridor LLCA 6: River Went Farmlands (North) LLCA 11: Balne Farmlands
	East Riding of Yorkshire LCT 8: M62 Corridor Farmland *(covers part of the Solar PV Site Study Area)*	**East Riding of Yorkshire** LCA 8C: M62 Corridor Hook to Pollington *(covers part of the Solar PV Site Study Area)*	LLCA 5: River Went Corridor LLCA 6: River Went Farmlands (North) LLCA 11: Balne Farmlands

3.2 National Landscape Character Assessment

National Character Area 39: Humberhead Levels (NCA 39), 2012

3.2.1 With reference to **ES Volume II Figure 10-2: National and Regional Landscape Character Areas [EN010152/APP/6.2]**, at the national scale the Solar PV Site Study Area and the Grid Connection Corridor Study Area is covered by Natural England's NCA 39 (Ref. 14).

3.2.2 NCA 39 covers and is described by the published study as a *"flat, low-lying and large-scale agricultural landscape."*

3.2.3 The stated key characteristics of NCA 39 relevant to the LVIA Study Area are:

a. "A low-lying, predominantly flat landscape, with large, regular and geometric arable fields without hedges but divided by ditches and dykes, many of which form important habitats and key corridors for species movement;

b. *Much of the land is at or below mean high-water mark and maintained by drainage, with fertile soils giving rise to one of the most productive areas for root crops and cereals;*

c. *Views to distant horizons are often long and unbroken, with big expansive skies, and vertical elements like water towers, power stations and wind turbines are very prominent;*

d. *Heavier soils around Fishlake and Sykehouse result in a smaller scale pastoral landscape, with small, thickly hedged fields, ditches and ponds, and a network of small lanes;*

e. *Floodplains, washlands and traditionally grazed alluvial flood meadows (or ings) associated with the major rivers and canals that cross the Levels give rise to important wetland habitats, supporting large numbers of wetland birds and wildfowl, especially over winter*

f. *Despite settlements, motorways and main roads, there is still a sense of remoteness to be experienced on the Levels, in particular on Thorne and Hatfield Moors and along the Lower Derwent Valley."*

3.2.4 The relevant Statements of Environmental Opportunity (SEO) are:

a. *"Safeguard, manage and expand the wetland habitats, including the internationally important lowland raised bogs, the floodplain grazing marsh, reedbeds, wet pastures and watercourses, to protect and enhance biodiversity, contribute to landscape character, address climate change and reduce flood risks (SEO 1);*

b. *Manage the agricultural landscape to retain its distinctive character and its productivity, while improving its contribution to biodiversity, the protection of vulnerable soils and palaeo-environmental evidence, and the water resource. (SEO 2);*

c. *Manage the landscape features such as semi-natural habitats and historic field patterns that reveal local variations in landscape character, often arising from underlying soils and history of drainage, to enhance people's understanding and enjoyment of the landscape (SEO 3); and*

d. *Protect the open and expansive character of the landscape, its cultural features and sense of remoteness, by ensuring that new development is sensitively located, accommodates green infrastructure, retains long views and makes a positive contribution to biodiversity. (SEO 4)"*

3.2.5 Relevant stated 'key drivers' in the management of future change are:

a. *"Opportunities will arise to incorporate green infrastructure networks in new development…; and*

b. *There is likely to be a continued demand for renewable energy generation, which could result in further onshore wind turbines, new structures at the existing power station complexes, and the establishment of biomass crops, including miscanthus and short rotation coppice."*

3.2.6 Stated landscape opportunities are:

a. *"Protect the open character of the landscape with its long and expansive views, big skies;*

b. Protect areas with a strong sense of remoteness, 'wildness' and tranquillity, including Thorne and Hatfield Moors, lower Derwent valley, and lowland heaths;

c. Seek opportunities to interpret the particular landscape character and history, and provide opportunities for more people to understand and enjoy the landscape; and

d. Improve access, especially where it is possible to link existing path networks and sites with towns and villages, and provide interpretation, to enable more people to enjoy and understand the landscape, its history and functions."

3.3 Doncaster Landscape Character and Capacity Study, 2007

3.3.1 The Doncaster Landscape Character and Capacity Study (Ref. 15) sets out eight LCTs and smaller LCAs across Doncaster.

3.3.2 With reference to **ES Volume II Figure 10-2: National and Regional Landscape Character Areas [EN010152/APP/6.2]**, the Solar PV Site and most of the Solar PV Site Study Area, Grid Connection Corridor, and Grid Connection Corridor Study Area are covered by LCT F: Settled Clay Farmlands (LCT F) and LCA F2: Owston to Sykehouse Settled Clay Farmlands.

3.3.3 The southern part of the Grid Connection Corridor and Grid Connection Corridor Study Area is covered by LCT E: River Carrlands (LCT E) and LCA E2: West Don and Dun River Carrlands.

Landscape Character Type F: Settled Clay Farmlands (LCT F)

3.3.4 LCT F is described as a flat wide floodplain, characterised by historic small-scale pastoral agricultural land uses as well as intensive farming, including modern drainage schemes. The compact settlements, scattered farmsteads, minor roads and green lanes are stated as creating a distinctive, intimate and rural landscape. The published study notes that in all parts of LCT F, the historic pattern is overlain by straight railways and canals, which are raised and enclosed by earthworks, and that woodland cover is sparse.

Landscape Character Area F2: Owsten to Sykehouse Settled Clay Farmlands (LCA F2)

3.3.5 LCA F2 covers the southern and central parts of the Solar PV Site Study Area and the northern part of the Grid Connection Corridor Study Area, including the entirety of the Solar PV Site and most of the Grid Connection Corridor. The stated key characteristics of LCA F2 are:

a. "Flat low-lying landform;

b. Geology of silts and clays underlain by Sherwood sandstone;

c. Small-scale arable and pasture fields including hay meadows;

d. Thick field boundary hedges with frequent mature hedgerow trees;

e. Some medium to large arable fields with fragmented hedges;

f. Network of water-filled drains;

g. Occasional small deciduous woodlands with larger and more frequent woodlands in the south west;

h. Compact historic settlements and many scattered farmsteads;

i. Historic network of lanes with sharp corners and roadside ditches;

j. Rail corridor cuts through the area with manned and unmanned gated crossings;

k. River Don and straight New Junction Canal with flood control embankments;

l. Occasional windmills and moated properties; and

m. Network of green lanes and public rights of way."

3.3.6 LCA F2 is described by the published study as a flat, simple landscape with views of large skies and a feeling of openness, although ground level views are curtailed by hedgerows and trees. The land cover consists of a small-scale pastoral agricultural landscape with some hay fields and frequent mature hedges. There are also many compact historic settlements across LCA F2, including Sykehouse. The published study states that there is an extensive PRoW network across LCA F2, that there is a remote and tranquil nature to the landscape, and that there are few intrusive elements, including noise from the railway.

3.3.7 The published study concludes that the landscape quality and value of the LCA is assessed as '*high*', due to LCA F2 being a strongly distinctive landscape which is relatively intact and in good condition. At the time of the study, a high proportion of LCA F2 was also located within an Area of Special Landscape Value, which extends from the disused railway at Sykehouse east towards the River Don. However, this designation is no longer current, as it has been omitted from the adopted Local Plan, 2021 (Ref. 16).

3.3.8 The stated landscape strategy for LCA F2 is to '*conserve*'.

3.3.9 Guidance in relation to a range of development types, but not solar, has similar themes of replacing lost field patterns, protecting PRoW, planting behind tall hedgerows to reduce loss of views, retaining existing vegetation, and avoiding settlements merging.

Landscape Character Area F1: Tollbar Settled Clay Farmlands (LCA F1)

3.3.10 Neither the Solar PV Site nor the Grid Connection Corridor are located within LCA F1, however, it does fall within the Grid Connection Corridor Study Area.

3.3.11 The stated key characteristics of LCA F1 are:

a. "Mainly flat landform with a large, restored spoil heap.

b. Geology of silts and clays underlain by Sherwood sandstone.

c. Large to medium-scale arable fields with missing or fragmented hedges.

d. Some smaller fields and pasture around settlements.

e. Network of ditches and drains sometimes forming field boundaries.

f. Rail and watercourse corridors.

g. Compact historic stone-built settlements and associated stone walls.

h. Larger settlements which have merged with Doncaster urban area.

i. Network of busy roads linking farmsteads and settlements.

j. Network of public rights of way and green lanes.

k. Restoration of spoil heap and disused railway to recreational land uses.

l. Limited numbers of trees which are mainly along railway lines and watercourse and in recreational areas.

m. Views generally very open."

3.3.12 The published study concludes that the landscape value of the area is considered to be *'high'*, whereas the landscape quality is considered to be *'moderate'*. This is due to it being a *"moderately distinctive landscape which is slightly fragmented"*. The study also notes that the area is *"moderately tranquil with some noise from busy roads and visual intrusion of spoil heaps and pylons"*.

3.3.13 The stated landscape strategy for LCA F1 is to *'conserve and strengthen'*.

Landscape Character Type E: River Carrlands (LCT E)

3.3.14 LCT E is characterised as a medium-scale agricultural landscape situated across the flat alluvial floodplains of the Rivers Don, Dun and Torne. The Solar PV Site is not located within LCT E; however, the Grid Connection Corridor is.

3.3.15 The published study notes that the LCT consists of only a few settlements but is interrupted by urban development around Doncaster. Additionally, major transport corridors cross the LCT and are commonly slightly elevated above surrounding land.

Landscape Character Area E2: West Don and Dun River Carrlands (LCA E2)

3.3.16 LCA E2 covers the southern portion of the Grid Connection Corridor and the Grid Connection Corridor Study Area. The stated key characteristics of LCA E2 are:

a. "Flat floodplain with sand and gravel deposits associated with the Rivers Don and Dun Navigation;

b. Medium-scale mainly arable geometric fields in an irregular pattern with pockets of pasture;

c. Fragmented field boundary hedges, interspersed with mature trees;

d. Network of water-filled drains forming geometric field boundaries;

e. Infrequent small deciduous woodlands, trees alongside rivers and within golf courses;

f. Bordered by several settlements just outside the LCA;

g. A diverse range of land uses including recreational uses, landfill, motorway services and strategic employment sites;

h. Major transport corridors including the confluence of two motorways, railways, a limited number of minor roads and River Dun Navigation;

i. Good access via many public rights of way; and

j. Former collieries and spoil heaps."

3.3.17 The published landscape description includes disused power stations, associated pylons and power lines, loss of boundary hedges and a reduction in tranquillity.

3.3.18 The stated landscape quality is '*moderate'*, however, due to the high concentration of local designated nature sites which are popular for recreation, the landscape value is considered to be '*high'*.

3.3.19 The stated landscape strategy for LCA E2 is *'conserve and strengthen'*.

Landscape Character Type H: Sandlands, Heaths and Farmland

3.3.20 LCT H is characterised as a medium to large-scale arable landscape across a flat and drained floodplain area. Neither the Solar PV Site nor Grid Connection Corridor are located within LCT H; however, it does fall within the Grid Connection Corridor Study Area.

Landscape Character Area H2: Blaxton to Stainforth Sandland Heaths and Farmland (LCA H2)

3.3.21 Neither the Solar PV Site nor the Grid Connection Corridor are located within LCA H2, however, it does fall within the Grid Connection Corridor Study Area.

3.3.22 The stated key characteristics of LCA H2 are:

a. "Flat low-lying floodplain with Sherwood sandstone overlain by gravel and sand.

b. Medium to large-scale intensive arable farmland with rectangular fields and fragmented and missing hedge boundaries and frequently lined with bracken.

c. Scattered farms with diversifying and recreational land uses. Network of larger drains and smaller wet ditches.

d. Numerous sand and gravel extraction sites including restored areas.

e. Occasional mixed deciduous and coniferous woodlands.

f. Occasional heathland and small remnants of roadside heath land vegetation including both bracken and gorse.

g. Small rural settlements scattered in the east, and large former mining settlements in the west.

h. Major transport routes including motorway and railway."

3.3.23 The stated landscape quality and value is considered to be moderate.

3.3.24 The stated landscape strategy for LCA H2 is *'create and strengthen'*.

3.4 Doncaster Landscape Character Assessment Update – Sensitivity to Wind Energy Development, 2020

3.4.1 The 2020 (Ref. 17) update, whilst focused on wind energy, reviewed and updated the landscape baseline of all LCA's identified in the 2007 study (set out above).

3.4.2 The following section sets out the relevant aspects of these updates for those LCA's covering the Solar PV Site.

LCA F2: Owston to Sykehouse Settled Clay Farmlands

3.4.3 The published study notes the removal of the cooling towers at Thorpe Marsh Power Station (located within LCA E2), such that they are no longer visible from LCA F2. In addition, there have been residential and solar farm (Campsall Road) developments, which are considered by the published study as not changing the overall key characteristics of LCA F2.

3.4.4 Table 2 sets out the updated baseline for LCA F2 in respect of specific landscape features.

Table 2: LCA F2 Landscape Features

LCA F2 Landscape Features	Published Description
Landform and Scale	The LCA forms a transitional landscape, sloping from the raised limestone plateau in the west towards the valley floor of the River Don in the east. The channel of the River Went delineates the LCA's northern limit and administrative boundary of Doncaster Borough. The landscape is predominantly medium in scale and crossed by a number of drains, ditches and small watercourses associated with the prevailing agricultural land use.
Land cover pattern and presence of human scale features	The landscape pattern of the LCA is variable in scale, characterised by a combination of large-scale arable fields bound by fragmented hedgerows and small-scale pasture. Tree cover in the LCA is generally sparse, although the southwest portion of the LCA encompasses woodland tracts at Owston Wood, Tumholme Wood and Owston Common. Plantation woodland is also evident parallel to the route of the A19. The New Junction Canal forms a linear landscape feature in the LCA, running from Kirk Bramwith in the south towards its junction with the Aire and Calder Navigation in the north. The LCA has a rural and sparsely settled character comprising compact historic settlements such as Sutton, Fishlake, Moss, Braithwaite, Sykehouse and Fenwick. Farmsteads are also distributed across the LCA. The LCA is bound to the south by the corridor of the Thorpe Marsh Branch Rail Line, crossing the landscape on grade and small embankment. The junction of the East Coast Main Line

LCA F2 Landscape Features	Published Description
	and the Askern Branch Rail Line lies east of Owston Wood. The LCA also encompasses a dismantled railway, a legacy of previous mining activity in the Borough. The linearity of these rail corridors and New Junction Canal contrasts with the winding character of the local road network. The A19 follows a broadly north-south alignment within the western portion of the LCA, bisecting the settlement of Askern. A dense network of public rights of way, primarily following the lines of agricultural field boundaries provide connections between the local road networks.
Skylines	The flat landform affords open views and a sense of openness, albeit partially restricted by hedgerow and tree cover bordering agricultural fields. Electricity transmission towers/pylons cross the landscape of the LCA, detracting from the otherwise undeveloped nature of the skyline. The gantries and overhead wires associated with the East Coast Main Line are also perceptible in views. The lack of a locally elevated vantage point and intervening vegetation precludes direct views towards surrounding settlements. The cooling towers at Drax and Eggborough Power Stations are perceptible on the skyline in long distance views north. The water tower at Askern is also visible in views looking west within the LCA.
Perceptual Qualities	The LCA exhibits a sense of tranquillity and remoteness, with noise intrusion limited to railways and traffic travelling on the A19. The numerous public rights of way that cross the landscape provide access to the open undeveloped countryside. A strong sense of tranquillity exists on many of these routes. The LCA provides an intact rural character as a result of its distance from major settlements and small-scale agricultural land use.
Scenic Qualities	The nature of the intact land use, small winding lanes and limited settlement provide a distinctive rural character. The New Junction Canal with its wide riverbanks, locks and canal boats add a distinctive feature to the landscape. The Trans Pennine Trail borders large sections of this route, providing a valued recreational resource. The LCA accommodates a mosaic of designated sites of local importance for nature conservation; associated largely with the floodplain of the River Don and network of drainage channels, woodland tracts and land parallel to existing railways. Nationally important sites for nature conservation also lie at Shirley Wood, Stockbridge Plantations and at the

LCA F2 Landscape Features	Published Description
	junction of the River Went and New Junction Canal. These sites contribute to the naturalistic qualities of the largely intact landscape. Compiled by Doncaster Council, the list of parks and garden of local historic interest includes Owston Park. This historic parkland site provides landscape value. The LCA partially encompasses conservation areas at Sutton, centred on the carriageway of Sutton Road. The western extent of the LCA also incorporates the fringes of Owston Conservation Area.
Intervisibility	Mature hedgerows with hedgerow trees and occasional belts of trees provide screening, particularly around settlements. Due to the flat, low-lying landform of the LCA, views are often long and uninterrupted. Intervisibility is afforded with the settlement edges of Askern, Norton and Campsall in the northwest of the LCA, including longer range views into LCA C2. Views towards LCA E3, including the residential fringes of Stainforth and legacy landscape features at the Hatfield Colliery site, foreshorten some views to the southwest.

3.5 North Yorkshire and York Landscape Characterisation Project, 2011

3.5.1 On 1 April 2023, the North Yorkshire unitary council was launched, replacing Selby District Council. The North Yorkshire and York Landscape Characterisation Project (Ref. 18) sets out the respective LCTs and LCAs.

3.5.2 With reference to **ES Volume II Figure 10-2: National and Regional Landscape Character Areas [EN010152/APP/6.2]**, the north and northwest parts of the Solar PV Site Study Area, within the council boundary, is covered by LCT 23: Levels Farmland (LCT 23). The Scheme is not located in this LCT.

Landscape Character Type 23: Levels Farmland (LCT 23)

3.5.3 LCT 23 is described by the published study as a predominantly flat agricultural landscape, characterised by large fields, forming a large-scale farmland landscape. The stated key characteristics are:

a. *“Predominantly flat, low-lying landscape which encompasses a patchwork of arable fields;*
b. *Large-scale, open and rectilinear field pattern;*
c. *Dykes or ditches often form field boundaries, with a general absence of hedgerows;*
d. *Industrial scale farm buildings, large embankments and drains, and major energy and transport infrastructure contribute human elements;*

e. Historical features, such as windmills, recording past attempts to drain the landscape are key features."

3.5.4 The study highlights various 'Sensitivity to Change Issues' for LCT 23, which include:

a. "High visual sensitivity as a result of the predominantly open character and flat landform which facilitates long distance open views across the landscape and promotes strong intervisibility with adjacent Landscape Character Types.

b. Low ecological sensitivity, resulting from the fact that much of this Landscape Character Type encompasses improved agricultural land.

c. Moderate landscape and cultural sensitivity as a result of the presence of a patchwork of historic drainage features (ditches and dykes), moated sites and grange sites."

3.6 East Riding of Yorkshire Landscape Character Assessment, 2018

3.6.1 The East Riding of Yorkshire Landscape Character Assessment (Ref. 19) identifies 23 LCTs and 81 LCAs across the local authority area.

3.6.2 The northeastern part of the Solar PV Site Study Area, within the council boundary, is covered by LCT 8: M62 Corridor (LCT 8) and LCA 8C: M62 Corridor Hook to Pollington (LCA 8C).

Landscape Character Type 8: M62 Corridor (LCT 8)

3.6.3 LCT 8 is described by the published study as a low-lying agricultural landscape which extends along the linear M62 transportation corridor. The stated key characteristics are:

a. "Low-lying flat agricultural landscape;

b. Open views particularly from the motorway which is slightly raised above the surrounding area;

c. Communication infrastructure is a prominent feature i.e. motorway, roads and canal;

d. Settlement pattern is linear along communications corridors;

e. Linear tree and woodland cover associated with roads and railway lines;

f. Hedgerows field boundaries in varying condition;

g. Varied field size and field pattern along the corridor;

h. Varying scales of commercial development is present along the corridor;

i. The port of Goole is a major settlement in the East Riding located in this corridor;

j. Horticultural development is a feature of the corridor north east of Goole;

k. Railway lines and pylons are present; and

l. Views of landmark structures e.g. Howden Minster and Boothferry Bridge and Goole Docks."

3.6.4 The study notes the landscape as being *"ordinary with areas of poor quality",* largely due to the high number of detractors and fragmentation. This has created an overall landscape value of 'low' with 'low-medium' susceptibility to various types of development.

Landscape Character Area 8C: M62 Corridor Hook to Pollington (LCA 8C)

3.6.5 LCA 8C is described as an intensively farmed landscape which lies adjacent to industrial development on the edge of Goole and the M62. Farmland is characterised by large to medium-scale fields with very few trees. The skyline of the area is characteristic of industrial development, including turbines, pylons and silos.

3.7 The Doncaster Green Infrastructure Strategy 2014–2028 (2014)

3.7.1 The Strategy (Ref. 20) sets out the overall approach for delivering an integrated network of high-quality green spaces, habitats and landscape across the borough.

3.7.2 A small part of the northern boundary of the Solar PV Site is covered by the River Went sub-regional Green Infrastructure (GI) corridor. The strategy notes *"this was considered to be a local link with only relatively few functions compared with other sections of the River Went, outside the borough, which have higher status. The corridor contains the SSSI of the Went Hay meadows, a section of the Trans Pennine Way, rights of way, arable farmlands and is in an area of high flood risk which gives it function points for accessibility, recreation, products of the land, biodiversity and flood risk"*.

3.7.3 A small part of the Solar PV Site Study Area encompasses the New Junction Canal Local GI Corridor, whereas a small part of the River Don Regional GI Corridor and the Ea Beck District GI Corridor is located within the Grid Connection Corridor Study Area.

3.7.4 General themes of the GI Strategy are based around:

a. Biodiversity and geodiversity;

b. Trees and woodlands;

c. Green spaces;

d. Green routes; and

e. Historic Environment.

4. Local Landscape Character Areas (LLCAs)

4.1.1 As the geographic scale of LCAs defined within published landscape character assessments is large, 11 LLCAs have been identified to provide a finer grain of detail and to help better inform a more proportionate assessment of landscape effects across the Solar PV Site Study Area. Given the lack of above ground change during the operation and maintenance phase, it is unlikely that the Grid Connection Cables would result in significant operational effects. LLCAS have therefore not been defined for the Grid Connection Corridor and Grid Connection Corridor Study Area.

4.1.2 All published character assessments at all scales have been used to inform the identification and definition of the LLCAs. The extent of the LLCAs can be seen on **ES Volume II Figure 10-3: Local Landscape Character Areas [EN010152/APP/6.2]**. The sensitivity of each LLCA has been assessed, in accordance with the LVIA methodology set out within **ES Volume III Appendix 10-2: Landscape and Visual Impact Assessment Methodology [EN010152/APP/6.3]** and is set out in full in **ES Volume III Appendix 10-5: Landscape Assessment [EN010152/APP/6.3]**.

4.2 LLCA 01: Fenwick Village

Plate 5: View West Along Shaw Lane From Fenwick Common Lane, Fenwick

4.2.1 LLCA 01 is located within the centre of the Solar PV Site Study Area. A small proportion of LLCA 01 falls within the Solar PV Site.

4.2.2 This LLCA comprises the small, nucleated village of Fenwick and the immediately adjoining small to medium-scale fields which form its setting. The village, which does not exhibit a distinctive architectural style, includes traditional farms and dwellings with 21st century infill. Existing pylons, a wind

turbine and infrastructure associated with the East Coast Main Line disturb the rural character of the village and reduce its tranquillity.

4.2.3 Key characteristics of the LLCA are:

a. A flat, low-lying landscape generally around 6 m AOD.

b. Land use is made up of the village of Fenwick and surrounding agricultural fields which provide a rural setting to the village.

c. The village of Fenwick is a nucleated village where recent infill residential development has led to the creation of ribbon settlement characteristics via near continuous buildings adjacent to the local roads. Fenwick does not have a distinctive building character, instead it exhibits a mix of architectural styles and building materials, however, 20th and 21st century infill generally comprises red or mixed brick.

d. The fieldscape north of Fenwick Lane is characterised by small-scale strip fields, with small to medium-scale semi-regular fields found elsewhere across the LLCA. Fields are bound by a mixture of fragmented hedgerows interspersed with hedgerow trees, as well as the occasional ditch.

e. Tree cover is generally sparse away from private gardens and the occasional dense row of hedgerow trees.

f. The area has seen some loss of historic field patterns caused by field amalgamation. However, some traditional strip fields remain north of Fenwick. Remnants of the historic landscape are still present in the form of listed buildings at Riddings Farm and Fenwick Hall, as well as the Fenwick Hall Moated Site scheduled monument.

g. A number of PRoW extend from Fenwick, connecting the village with the wider countryside. Fenwick is also served by a network of minor roads which connect the village with Moss and Askern. The East Coast Main Line railway marks the western extent of the LLCA and is situated on a slightly elevated bund with associated electric overhead wires and gantries. The railway is crossed by both a vehicular level crossing and an unmanned pedestrian crossing.

h. Outward views from Fenwick are generally shortened by intervening boundary vegetation or built form. However, more open views across adjoining fields are possible from some properties north of Fenwick Lane and along Shaw Lane. Views of existing infrastructure are possible from parts of this LLCA, including the East Coast Main Line and associated gantries, the wind turbine at Riddings Farm, pylons, and the chimney at Drax Power Station in occasional views north.

i. This area is not particularly tranquil due to the noise and visual intrusion of the East Coast Main Line and the intervisibility with surrounding infrastructure. This area is not remote or wild.

j. Most of this LLCA falls within the 1–2 NanoWatts/cm2/sr[1] light pollution band, which indicates a moderate dark night sky, as the only main source of lighting is from within Fenwick.

4.3 LLCA 02: Fenwick Farmlands

Plate 6: View East From PRoW Fenwick 14

4.3.1 LLCA 02 is located within the centre of the Solar PV Site Study Area and comprises much of the southern half of the Solar PV Site.

4.3.2 LLCA 02 is a relatively open landscape comprising medium to large-scale arable fields which are regularly bound by fragmented hedgerows, belts of trees and open ditches. The agricultural land use and lack of settlement contributes towards a rural character, however, the 'planned' system of fields and their often-poor vegetation structure erodes this in places. Visual and audible intrusion from existing infrastructure within the LLCA, including the East Coast Main Line and pylons, as well as views of the chimney at Drax Power Station and a wind turbine at Riddings Farm, mean there is a limited sense of tranquillity across the area.

4.3.3 Key characteristics of the LLCA are:

a. A flat, low-lying landscape, generally around 6 m AOD, located south and east of Fenwick. A network of drains and ditches, including Fenwick Common Drain and Fleet Drain, cross the landscape and mark field boundaries.

b. Land use is predominantly agricultural.

[1] The brightness values are measured in nanowatts/cm2/steradian (nw/cm2/sr). This calculates how the satellite instruments measure the light on the ground, taking account of the distance between the two. The nine colour bandings range from the darkest sky at <0.25 to the brightest sky at >32 cw/cm^2/sr

c. There is no settlement within this LLCA, however, it adjoins a number of farmsteads around West End, Fenwick Hall and Fenwick Lane, contributing towards their rural setting.

d. The fieldscape comprises medium to large, semi-regular fields bound by a mixture of managed hedgerows interspersed with hedgerow trees, tree belts and some ditches. Fragmented hedgerows are common where fields have been amalgamated.

e. Tree cover is generally sparse and is mostly limited to field boundaries and a small block of ancient woodland at Bunfold Shaw. Hedgerow trees regularly consist of mature oaks and white willow.

f. The area has seen a loss of historic field patterns caused by field amalgamation. Remnants of the historic landscape pattern are also present in the form of ancient woodland at Bunfold Shaw, as well as some mature hedgerow trees.

g. A network of PRoW follow existing field boundaries. The area is served by a network of minor roads which connect Fenwick with Moss and Askern. The roads are generally straight in character and bound by managed hedgerows. The East Coast Main Line railway cuts through the west of the LLCA and is situated on a slightly elevated bund with associated electric overhead wires and gantries.

h. Views beyond the LLCA are generally long unless interrupted by boundary vegetation. This is due to the large-scale of fields and the flat topography which contribute towards the sense of an open landscape. In contrast, open views towards the village of Fenwick are uncommon from PRoW and local roads due to intervening vegetation which screens all but the rooftops and first floors of buildings in the village. The character of this LLCA is influenced by existing infrastructure both within and outside of the area. Pylons are located within the east of the LLCA and, along with those in adjacent LLCAs, are present in views. Also present in views are the gantries and overhead wires along the railway within the west of the LLCA, and the existing wind turbine at Riddings Farm. The chimney at Drax Power Station is also present on the skyline in views north.

i. This area is not particularly tranquil due to the noise and visual intrusion of the East Coast Main Line and the intervisibility with other existing infrastructure. Whilst the LLCA has an inherently rural character, these notable infrastructure features detract from this, alongside the ‘planned’ system of fields with their poor vegetation structure. There is not a great sense of remoteness and there is no wildness due to the land use.

j. A large proportion of the LLCA falls within the 0.5–1 NanoWatts/cm2/sr light pollution band which indicates a relatively dark night sky. Around Fenwick and West End, which are the main source of lighting in this area, this moves into the 1–2 NanoWatts/cm2/sr light pollution band which indicates a moderate dark night sky.

4.4 LLCA 03: River Went Farmlands (South)

Plate 7: View West From Fenwick Lane Towards Fox Covert

4.4.1 LLCA 03 is located within the centre and the west of the Solar PV Site Study Area. It comprises much of the northern half of the Solar PV Site.

4.4.2 LLCA 03 is a relatively open landscape comprising medium to large-scale arable field which are generally elongated and rectilinear in shape, creating long views across the River Went and into adjoining farmland. The agricultural land use and limited settlement contributes towards a rural character; however, this is often eroded by the poor vegetation structure and amalgamation of fields. Visual and audible intrusion from existing infrastructure within the LLCA, including the East Coast Main Line and pylons, as well as views of the chimney at Drax Power Station and a wind turbine at Riddings Farm, mean there is a limited sense of tranquillity across the area.

4.4.3 Key characteristics of the LLCA are:

a. A relatively flat topography which gently slopes down towards the River Went. The area is generally around 5 m AOD and predominantly located between Fenwick Village (LLCA 01) in the south and the River Went Corridor (LLCA 04) to the north.

b. Land use is agricultural and sparsely settled.

c. Where settlement is present, it is in the form of farmsteads and detached dwellings located along Fenwick Lane, which include a mixture of traditional and modern development.

d. The fieldscape comprises medium to large-scale arable fields which are more rectilinear in shape than those in LLCA 02. This creates a consistent pattern of elongated and narrow fields extending between the River Went and Fenwick. These are bound by a mixture of hedgerows

and hedgerow trees, with frequently fragmented hedgerows and the occasional open field boundary. Narrow strip fields are present north of Fenwick Hall and are indicative of the historic landscape pattern.

e. Trees are generally limited to field boundaries and occasional private gardens. Mature white willow is common, particularly towards the River Went corridor. To the west of the East Coast Main Line, the LLCA is particularly scarce of trees.

f. Loss of field boundaries to create large-scale fields is common across this LLCA, however, the retention of some strip fields has allowed for remnants of the historic landscape pattern to be preserved. These are particularly important in the setting of Fenwick Hall. A Grade II listed farm building exists at Lady Thorpe Farm, alongside a scheduled monument at the Moat Hill Moated Site within the southwest of the LLCA.

g. There is very limited public access with only one PRoW that adjoins the East Coast Main Line and connects with Lockgate Road north of the River Went. A minor private farm track connects the area with the north of the River Went via a small bridge.

h. The flat landform, alongside the adjoining open river corridor (LLCA 05), allows for intervisibility between farmland north (LLCA 06) of the River Went. Although hedgerows and trees do shorten views in places, the scale of fields, particularly when looking north-south, creates the sense of an open and vast landscape where the sky dominates. To the west of the East Coast Main Line, the landscape is particularly open, however, a wooded skyline is created by Fox Covert, Wood Farm, Parkshaw Wood and other woodland around Balne. Existing pylons, electric overhead wires and gantries along the East Coast Main Line, and single wind turbines at Riddings Farm and around South End are also present in views.

i. Although this LLCA has a general lack of human presence, it is not particularly tranquil due to the noise and visual intrusion of the East Coast Main Line and the intervisibility of other existing infrastructure. Whilst the LLCA has an inherently rural character, these notable infrastructure features detract from this, alongside the poor vegetation structure and historic field amalgamation. There is not a great sense of remoteness and there is a lack of wildness due to the land use.

j. This LLCA falls within the 0.5–1 NanoWatts/cm2/sr light pollution band which indicates a relatively dark night sky with lighting generally coming from the adjacent village of Fenwick and some private dwellings/farmsteads.

4.5 LLCA 04: Flashley Carr Farmlands

Plate 8: View South Along Flashley Carr Lane From Junction with PRoW Sykehouse 35

4.5.1 LLCA 04 is located within the southeast of the Solar PV Site Study Area. A very small portion of the Solar PV Site is covered by LLCA 04.

4.5.2 LLCA 04 is characterised by an agricultural landscape of irregularly shaped, small to medium-scale fields used for both arable and pastoral land practices. Commonly bound by dense hedgerows and thick tree belts which create the sense of a wooded horizon, views are often shortened within this area. A minor road network characterised by sharp bends and lined by rows of trees, ditches and hedgerows serves the area, whilst PRoW access is low. Pylons and a dismantled railway within the west and northwest erode the rural character and sense of tranquillity compared to that experienced within the east of the area.

4.5.3 Key characteristics of the LLCA are:

a. A flat landscape, generally around 5 m AOD, located east of Moss and Fenwick, and the south of Sykehouse. The landscape is dissected by a number of drains and ditches, including Ell Wood and Fenwick Grange Drain and Small Hedge Rein. The area is bounded by the New Junction Canal to the east.

b. Land use is agricultural, including a mixture of pastoral and arable fields.

c. Dispersed settlement consists of scattered farmsteads and small clusters of residential dwellings focussed along Moss Road and Flashley Carr Lane/West Lane. The route of a dismantled railway crosses northeast to southwest through the area.

d. The fieldscape largely comprises irregularly shaped, small to medium-scale fields which are bound by thick hedgerows with frequent mature

hedgerow trees. An exception to this is the large field at the junction of Flashley Carr Lane and Moss Road which has resulted from the loss of a section of the wooded dismantled railway.

e. Trees are regular across this LLCA, albeit mostly found along field boundaries. Small blocks of woodland and woodland shelterbelts are also interspersed across the landscape. Mature white willow specimens are common in field boundaries, particularly alongside ditches, for example along Flashley Carr Lane. Mature hedgerows and field oaks are also regularly found across the LLCA. These can occasionally be found in planned rows and in avenues along lanes. Dense belts of woodland can be found along the route of the dismantled railway. Small blocks of woodland also exist across the character area, including a young plantation at Bungalow Farm.

f. Much of the historic field pattern is preserved in this LLCA, with some examples of field boundary loss, the most significant of which being the large field located at the junction of Flashley Carr Lane and Moss Road. One listed building is located in this area, a Grade II listed dovecote and outbuilding at West End Cottage. The dismantled railway provides a legacy of previous mining activity within the area.

g. The area has a very low number of PRoW, with just a handful of footpaths connecting residents with the surrounding countryside. The New Junction Canal, which marks the eastern edge of the area, hosts the Trans Pennine Trail promoted walking route and National Cycle Network Route 62. The area is served by a minor road network which is characterised by sharp corners lined by hedgerows, ditches and rows of trees.

h. Views are often shortened due to the density of boundary vegetation, creating a sense of an enclosed landscape with a wooded horizon. A row of pylons crosses the LLCA in its northwest corner and along its western edge. These can be seen extending above treelines in views. These, as well as the former railway embankment, provide visual intrusion into the area, eroding its rural character and sense of tranquillity somewhat, particularly along the northwestern and western side of the LLCA.

i. A rural and remote character exists across eastern parts of this LLCA where there is a notable lack of infrastructure, including the road network, former railway corridor and pylons. Elsewhere, the rural character and tranquillity is eroded by these detractive features. There is not a great sense of wildness across the LLCA due to the agricultural land use.

j. Much of the LLCA falls within the 1–2 NanoWatts/cm2/sr light pollution band which indicates a moderate dark night sky. This is indicated as being ‘brighter’ around Kirkhouse Green where it moves up to the 2–4 NanoWatts/cm2/sr light pollution band.

4.6 LLCA 05: River Went Corridor

Plate 9: View South Across the River Went Corridor From PRoW 35.3/15/2

4.6.1 LLCA 05 forms a narrow linear corridor from east to west through the Solar PV Site Study Area. The LLCA forms much of the northern boundary of the Solar PV Site.

4.6.2 LLCA 05 is characterised by a narrow river valley with gently sloping sides which hosts a mosaic of riparian habitats, trees and vegetation. PRoW cross the River Went and follow its northern bank, with the Trans Pennine Trail and National Cycle Network Route 62 crossing at the Topham Ferry Bridge in the east. Away from visual and audible intrusions, such as the East Coast Main Line and pylons around Topham, the area experiences a higher sense of tranquillity and wildness compared to other LLCAs across the Solar PV Site Study Area.

4.6.3 Key characteristics of the LLCA are:

a. A narrow river valley with gently sloping sides. The course of the River Went is characterised by relatively straight sections interspersed with large meanders.

b. Land use includes a mosaic of riparian habitats, trees and vegetation.

c. There is no settlement within the River Went corridor itself, however, the small hamlet of Topham borders the floodplain within the east of the corridor.

d. The corridor is generally unenclosed with the occasional field boundary extending into the floodplain. Small areas of meadow enclosed by thick hedgerows and belts of trees exist around Topham.

e. Trees are common along the river corridor east of the East Coast Main Line. However, there is a distinct lack of larger vegetation west of the

railway. Dense and mature trees exist around Topham, including a number of mature white willow. This contributes to a sense of a highly enclosed and intimate landscape. The entire corridor is characterised by a mosaic of riparian habitats, which forms an important part of the strategic nature network.

f. The lack of settlement or overt human features across much of the river corridor creates a sense of time depth within the landscape. This diminishes where detractive features such as the East Coast Maline and existing pylons cross the river. The Topham Ferry Bridge is also Grade II listed.

g. The Trans Pennine Way and National Cycle Network Route 62 crosses the LLCA at Topham Ferry Bridge. There is also a PRoW which extends along the northern bank of the Went between Topham and the East Coast Main Line. However, at the time of fieldwork, this appeared to experience little use due to its overgrown condition and absence of a navigable path in places. PRoW extend north and south from the corridor along the East Coast Main Line with varied conditions. There are no PRoW west of the railway. A single farm track and bridge cross the River Went, connecting Riddings Farm with Lowgate.

h. Apart from around Topham, where views are relatively contained by mature vegetation, views along and across the river corridor are uninterrupted. This includes intervisibility both north and south between adjacent agricultural land (LLCA 03 and LLCA 06), providing a rural setting to the river corridor. Existing pylons around Topham, as well as gantries and overhead lines associated with the East Coast Main Line are prominent in some views from the LLCA.

i. There is a higher sense of tranquillity across the LLCA compared to other LLCAs, which becomes eroded towards the East Coast Main Line and where other visual intrusions occur, such as pylons within the east of the area. Away from these, insects and birdsong contribute towards a higher sense of tranquillity, remoteness and wildness.

j. Most of the LLCA falls within the 0.5–1 NanoWatts/cm2/sr light pollution band which indicates a relatively dark night sky with small pockets of light pollution extending from Sykehouse and Topham.

4.7 LLCA 06: River Went Farmlands (North)

Plate 10: View South From Lowgate

4.7.1 LLCA 06 is located in the north of the Solar PV Site Study Area. The LLCA is located outside of the Solar PV Site, north of the River Went.

4.7.2 LLCA 06 is characterised by a relatively open landscape comprising medium to large-scale, rectilinear fields which are predominantly used for arable purposes. Occasional smaller-scale fields can be found immediately adjacent to farmsteads. Settlement is limited to individual farmsteads and detached properties mainly focussed along Lowgate. The Trans Pennine Trail and National Cycle Network Route 62 pass through the east of the area. Visual and audible intrusion from existing infrastructure within the LLCA, including the East Coast Main Line, pylons, wind turbines and the chimney at Drax Power Station, mean there is a limited sense of tranquillity.

4.7.3 Key characteristics of the LLCA are:

a. A gently sloping topography, generally between 4 and 6 m AOD, as the landscape meets the River Went corridor to the south (LLCA 05). Ditches and drains regularly mark field boundaries and cross the area to meet the Went.

b. Land use is agricultural and sparsely settled.

c. Settlement is limited to individual farmsteads and occasional detached dwellings which are focussed along Lowgate east of the railway line and a network of lanes to the west.

d. The fieldscape is comprised of medium to large-scale arable fields which are predominantly rectilinear/geometric in shape. Small to medium-scale fields are occasionally found around properties and farmsteads. Field boundaries are mainly open and comprise a mixture of mature trees, ditches and occasional fragmented hedgerows.

e. Trees are limited to field boundaries with a greater density surrounding private properties. These regularly include mature hedgerow oaks as well as short rows of Lombardy poplar. A small block of woodland exists at Balne Hall Wood.

f. Loss of historic hedgerows and boundaries to create large-scale fields is common across the LLCA. Some remnants of the historic field pattern have been retained around farmsteads and dwellings. Lowgate Farmhouse is a Grade II listed building.

g. There is relatively limited public access to this LLCA with a handful of PRoW extending from Lowgate. The Trans Pennine Trail and National Cycle Network Route 62 pass through the east of the LLCA, connecting Topham with the Aire and Calder Navigation. A private farm track connects the area with the south of the River Went (LLCA 03) via a small bridge.

h. The gently sloping nature of the landscape, alongside the adjoining open river corridor, allows for intervisibility between the LLCA and farmland south of the River Went (LLCA 03). The scale of fields, coupled with the lack of dense boundary vegetation in places, creates the sense of an open and vast landscape, particularly when looking north to south. Some of these open views are possible from properties along Lowgate. Blocks of woodland at Balne Hall Wood, Topham, Chapel Garth Wood and Parkshaw Wood, alongside mature hedgerow trees, contribute towards the sense of a wooded skyline. Existing overhead wires and gantries along the East Coast Main Line, pylons, and existing wind turbines at Riddings Farm and around South End are all present in views from the LLCA. Views north also occasionally include the cooling towers and chimney at Drax Power Station.

i. The area is not particularly tranquil due to the noise and visual intrusion of the East Coast Main Line and the intervisibility of other existing infrastructure. Whilst the LLCA has an inherently rural character, these notable infrastructure features detract from this, alongside the poor vegetation structure and historic field amalgamation in places. There is not a great sense of remoteness and there is a lack of wildness due to the land use.

j. This LLCA largely falls within the 0.5–1 NanoWatts/cm2/sr light pollution band which indicates a relatively dark night sky with light pollution extending from Pollington to the north.

4.8 LLCA 07: Topham and Eskholme Farmlands

Plate 11: View West Along North Lane/Bridleway Sykehouse 11

4.8.1 LLCA 07 is located within the northeast of the Solar PV Site Study Area. A very small portion of the LLCA is located within the northeast corner of the Solar PV Site.

4.8.2 LLCA 07 is a wooded and enclosed agricultural landscape comprised of small to medium-scale arable and pastoral fields. Fields are bound by dense hedgerows, shelterbelts and ditches which create the sense of a wooded landscape. Settlement is limited to the small, wooded hamlet of Topham and scattered farmsteads. A higher sense of tranquillity exists across this LLCA compared to the rest of the Solar PV Site Study Area due to the enclosed and intimate landscape coupled with the general lack of human presence. However, visual intrusion by existing infrastructure, namely existing pylons west of Topham, occurs in some parts of the LLCA.

4.8.3 Key characteristics of the LLCA are:

a. A flat landscape, generally around 4 m AOD, located adjacent to the River Went corridor and its floodplain. A network of ditches mark field boundaries and occasional areas of open water reflect the area's riparian location.

b. The land use is largely characterised by agriculture, including both arable and pastoral.

c. Topham is a small rural hamlet characterised by large, detached dwellings with outbuildings and set within generous plots. The wooded character of Topham means dwellings are largely screened from the lane. The tower of Sykehouse Windmill, a former corn mill now used as a residence, can be seen on the skyline as you approach Topham. Away from the hamlet, settlement is limited to scattered farmsteads.

d. Fields are generally small to medium in scale, with larger fields found towards the River Went. Fields are bound by dense hedgerows and tree belts, often coupled with wet ditches.

e. The influence of trees is more apparent here than elsewhere across the Solar PV Site Study Area. This is particularly true around Topham where the wooded corridors of the Went and dismantled railway meet. Mature trees are common in this area, including white willow. Small woodland blocks and shelter belts of trees are often found interspersed with fields.

f. Like elsewhere across the Solar PV Site Study Area, hedgerow loss and field amalgamation are evident. However, there are still some areas where the historic field pattern persists, including some strip fields. The tower of the former Sykehouse Windmill is Grade II listed.

g. There are several PRoW within Topham which connect it with the River Went and the wider countryside. The Trans Pennine Trail and National Cycle Network Route 62 also pass through the hamlet. A minor network of hedgerow and tree-bound lanes and private tracks serve properties. The route of a dismantled railway cuts through Topham.

h. This area has a greater sense of enclosure than the rest of the Study Area, mainly due to the dense network of trees and hedgerows which surround a smaller scale of fieldscape. These shorten views and contribute towards the sense of an intimate landscape. Some longer views are afforded towards the river around Eskholme where fields are larger and tree cover is less dense. Where views are more open, for example along Chapel Lane, a row of pylons west of Topham can be seen extending above the treeline.

i. The area’s intimate and enclosed feel, coupled with its relationship to the River Went and general lack of human presence contributes towards a higher tranquillity. However, occasional views of pylons do erode this tranquillity in places. There is not a great sense of remoteness or wildness across the LLCA.

j. This LLCA falls within both the 0.5–1 NanoWatts/cm2/sr light pollution band, which indicates a relatively dark night sky, and the 1–2 NanoWatts/cm2/sr light pollution band, which indicates a moderate dark night sky. Major lighting sources are generally from Sykehouse to the south and Pollington to the north.

4.9 LLCA 08: Moss Village

Plate 12: View East Along Pinfold Lane, Moss

4.9.1 LLCA 08 is located within the south of the Solar PV Site Study Area. It is located outside of the Solar PV Site; however, a small portion falls within the Grid Connection Corridor.

4.9.2 This LLCA comprises the village of Moss and the immediately adjoining small-scale fields and paddocks which form its setting. The village has seen considerable 20th and 21st century infill growth, largely comprising red and mixed brick detached properties. Outward views from Moss are commonly shortened by intervening vegetation, however, occasional views of existing pylons can be achieved from the east of the village. This intrusion of infrastructure, coupled with the audible disturbance of the East Coast Main Line and relatively busy Moss Road means there is a lack of tranquillity in the village.

4.9.3 Key characteristics of the LLCA are:

a. A flat, low-lying landscape generally around 6 m AOD.

b. Land use is made up of the village of Moss and surrounding agricultural fields which provide a rural setting to the village. There is a strong equestrian presence in Moss with paddocks and stables regularly found adjoining properties.

c. Moss is a compact village which has seen incremental modern growth along Moss Road, Pinfold Lane and Trumfleet Lane. The village does not have a distinctive building character, instead exhibiting a mix of architectural styles and building materials. However, 20th and 21st century infill generally comprises red or mixed brick detached properties.

d. The fields immediately surrounding Moss are generally small in scale and regularly used for grazing or as paddocks. They are commonly

bound by mature hedgerows and hedgerow trees, shortening outward views.

e. Trees cover is sparse away from field boundaries and is generally limited within private gardens.

f. Around Moss, historic field patterns have largely been preserved, however, many of the traditional buildings have been lost.

g. There are several PRoW which extend north and south from Moss, connecting the village with the wider countryside. Moss Road is a major road through the area, with a network of minor lanes extending from it.

h. Outward views from Moss are generally shortened by intervening boundary vegetation or built form. However, more open views across adjacent fields are possible from some properties along Moss Road. From the eastern side of the village, oblique views are possible of the line of pylons which pass to the east of the village (LLCA 09).

i. The village is not tranquil due to its settled nature. This is eroded further by the relatively busy Moss Road, occasional audible intrusion of the East Coast Main Line, and visual intrusion from existing infrastructure, namely pylons to the east of the area. There is no sense of remoteness or wildness.

j. The centre of Moss falls within the 4–8 NanoWatts/cm2/sr light pollution band, which indicates a brighter night sky. On the periphery of Moss, this drops to the 2–4 NanoWatts/cm2/sr light pollution band which is also considered to be ‘brighter’.

4.10 LLCA 09: Moss Farmlands

Plate 13: View East From PRoW Moss 6

4.10.1 LLCA 09 is located within the south of the Solar PV Site Study Area. A small portion of the LLCA falls within the Solar PV Site's southwest corner, including part of Fenwick Common Lane. The LLCA also covers the northern part of the Grid Connection Corridor.

4.10.2 A relatively enclosed landscape characterised by a mixture of small and medium-scale fields. These are regularly bound by thick hedgerows with hedgerow trees or tree belts. Occasional large-scale fields can be found where the historic field pattern has been amalgamated, often leading to fragmented or more open field boundaries. Small pockets of higher tranquillity are possible where fields are enclosed by vegetation. Otherwise, visual and audible intrusion from the East Coast Main Line, as well as views of pylons which cross through the east of the area, erode the sense of tranquillity across the LLCA.

4.10.3 Key characteristics of the LLCA are:

a. A flat landscape, generally around 6 m AOD, dissected by a number of named and unnamed drains, including Flashley Carr Drain, Mill Dike, and Ell Wood and Fenwick Grange Drain, which marks the northern boundary of the LLCA.

b. Land use is predominantly agricultural, including arable, pastoral and hay meadows. There is also a strong equestrian presence, particularly around the village of Moss.

c. Settlement is limited to farmsteads which are often grouped in small clusters.

d. Fields range in scale and shape with small, traditional strip fields and large-scale irregular fields being found across the area. Fields are

generally bound by dense hedgerows interspersed with mature trees, occasionally coupled with wet ditches. These extend to thick shelterbelts in places. Fragmented or open boundaries can occasionally be found where fields have been amalgamated.

e. Trees are generally limited to field boundaries, occasionally densifying to belts of trees along lanes, historic boundaries and ditches. Small woodland blocks exist around Kirkhouse Green, Copley Spring Wood and Moss Carr. Mature oaks and white willows are common within field boundaries.

f. Some field amalgamation and hedgerow loss is evident across the LLCA, however traditional field patterns have been preserved in places. Listed features are limited to a Grade II listed barn at Ponderosa Farm.

g. A number of PRoW, including footpaths, bridleways and tracks with public access extend across the area. These connect the village of Moss with the wider countryside, including towards Askern, Braithwaite and Fenwick. A number of smaller lanes and private farm tracks serve residents. The East Coast Main Line crosses through the west of the area, with three vehicular level crossings, one of which hosts the site of the former Moss Railway Station.

h. A range of views can be experienced moving through the area, with open and uninterrupted views possible to the east of Moss where open field boundaries and large-scale fields are common. These views often include the existing pylons which cross through the east of the area. More enclosed views, often with the sense of a wooded horizon, are possible elsewhere to the north, south and west of Moss as dense shelterbelts of trees line fields and lanes.

i. The area is not particularly tranquil due to the visual and audible intrusion of the East Coast Main Line and the intervisibility with other existing infrastructure, notably the line of pylons in the east of the area, which also erode the LLCA's rural character. That said, pockets of higher rural character and tranquillity can be found away from these detracting features where views are shortened by surrounding vegetation. There is not a great sense of remoteness or wildness.

j. Most of this LLCA falls within the 1–2 NanoWatts/cm2/sr light pollution band, which indicates a moderate dark night sky. Main lighting sources within the area include Moss, Braithwaite and Askern.

4.11 LLCA 10: Sykehouse Medieval Farmlands

Plate 14: View South Along Kirk Lane, Sykehouse

4.11.1 LLCA 10 is located within the east of the Solar PV Site Study Area and falls outside of the Solar PV Site.

4.11.2 This LLCA comprises the linear village of Sykehouse, a historic village which has seen subsequent modern infill leading to a near continuous character. Agricultural land provides the setting to Sykehouse, with large-scale arable fields commonly found to the north and small-scale, medieval strip fields used for hay and pasture found to the south. The area is bound by the linear courses of the New Junction Canal to the east and the dismantled railway to the west, eroding the area's rural character and instead leaving legacies of previous industrial and mining activity in the wider area. Visual intrusion from pylons south of the area also reduces the sense of tranquillity. However, the small-scale of fields south of Sykehouse and their densely vegetated boundaries creates pockets of enclosed and intimate landscapes, with associated higher tranquillity.

4.11.3 Key characteristics of the LLCA are:

a. A flat, low-lying landscape, generally around 5 m AOD, crossed by a number of ditches and bound by the New Junction Canal to the east and a dismantled railway to the west.

b. Land use is made up of the village of Sykehouse and agricultural land which surrounds it, including hay meadows, fields of pasture and arable.

c. Sykehouse is a historic linear village which follows Broad Lane from Bate Lane to Sykehouse Road. Sykehouse is characterised by traditional buildings with modern infill which has extended the village and created a more continuous character. Modern growth is generally characterised by detached dwellings built with red or mixed brick.

d. The fields which surround Sykehouse are generally small in scale, with the exception of larger fields to its north. To the south of the village, traditional medieval strip fields have been retained. These are bound by dense belts of trees and create the sense of a wooded horizon. Fragmented boundaries occasionally exist where fields have been amalgamated.

e. Trees are common across this LLCA, particularly within field boundaries where they are frequently mature. Occasional field trees exist which indicate where previous field boundaries have been lost. Small blocks and belts of woodland can be found scattered across the area, particularly along the Smallhedge Rein, indicating the carr landscape. The densely wooded dismantled railway marks the LLCA's western extent.

f. Medieval strip fields south of Sykehouse contribute towards a sense of time depth in the landscape. A number of listed buildings can also be found across the area, including the Church of the Holy Trinity, the farmhouse and barn at Marsh Hills and Tideworth Hague Farmhouse. The cross in the churchyard of the Holy Trinity Church is also a scheduled monument.

g. A number of PRoW extend from Sykehouse, with three connecting the village to the New Junction Canal to the south. A handful also extend towards Topham and the River Went to the north. The Trans Pennine Trail and National Cycle Network 62 follow Broad Lane through the heart of the village.

h. Views are relatively well contained within this area due to the smaller scale of fields and their densely vegetated boundaries. The spire of the Holy Trinity Church can be seen above the treeline in views north towards Sykehouse from PRoW to the south. Existing pylons which cross east to west to the south of the area (within LLCA 04) can be seen emerging above trees in views within the south.

i. There is limited tranquillity within this area due to the presence of Sykehouse village and Broad Lane. Visual intrusion from existing infrastructure elements further reduces this tranquillity and the rural character of the area. These include existing pylons and the linear courses of the New Junction Canal and the dismantled railway which bound the area to the east and west, providing a legacy of former industrial and mining activity in the wider area. However, small pockets of higher tranquillity do exist south of Sykehouse where small, vegetation-bound fields create the sense of an enclosed and intimate landscape away from obvious human presence or noise intrusion.

j. Much of the LLCA around the village of Sykehouse falls within the 1–2 NanoWatts/cm2/sr light pollution band, which indicates a moderate dark night sky. To the south of the village, this falls to 0.5–1 NanoWatts/cm2/sr light pollution band, which indicates a relatively dark night sky.

4.12 LLCA 11: Balne Farmlands

Plate 15: View East Along Highgate from the edge of Balne

4.12.1 LLCA 11 is located within the north of the Solar PV Site Study Area and falls outside of the Solar PV Site.

4.12.2 LLCA 11 is characterised by an open, agricultural landscape comprising medium to large-scale, irregularly shaped fields predominantly used for arable purposes. Settlement is limited to farmsteads and small residential clusters focussed along Highgate and Balne Moor Road, and the small crossroad village of Balne. Locally open views across adjoining fields are possible due to the semi-open field boundaries. Visual and audible intrusion from the East Coast Main Line, as well as intervisibility with pylons and industry at Great Heck and Pollington erodes the rural character and means there is a limited sense of tranquillity across the area.

4.12.3 Key characteristics of the LLCA are:

a. A relatively flat landscape, generally between 5 and 6 m AOD, which gently rises towards Highgate and falls away towards the River Went to the south and Balne Moor/Aire and Calder Navigation to the north. A number of dikes, drains and ditches cross the landscape, often marking field boundaries.

b. Land use is agricultural, predominantly arable, with settlement largely confined to scattered farmsteads, with the exception of the small village of Balne.

c. Balne is a small village focussed around the crossroad of Little Common Lane, Highgate, Thorntree Lane and Parktree Lane. Formerly a small cluster of an inn, farm and smithy, the village has now grown to include a row of single storey dwellings along Park Lane. Other pockets of

settlement exist along Highgate, Balne Moor Road and at Cross Hill, as well as a number of individual farmsteads scattered across the area.

d. A more irregular fieldscape is present across Balne compared to the farmlands to the south (LLCA 06), generally comprising medium to large-scale fields. Occasional smaller fields of pasture can be found surrounding farmsteads. Fragmented hedgerows interspersed with oak trees are the common field boundary, as well as a number of open or ditch boundaries.

e. Trees are generally limited to field boundaries, as well as within the occasional small block of woodland, including Chapel Garth Wood, Parkshaw Wood and Barn Fall Wood. These often create the sense of a wooded skyline in outward views.

f. The area has seen a number of field amalgamations; however, the historic field pattern is still present in places. Listed buildings exist near Pollington Bridge with the Grade II listed St John the Baptist Church of England Primary School, Church of St John the Baptist and The Vicarage. Historic evidence of moated properties also persists, for example the Parkshaw moated site scheduled monument in Parkshaw Wood.

g. A number of PRoW cross the area, connecting clusters of dwellings with each other and the surrounding countryside. These regularly cross fields as well as following field boundaries. A fine network of relatively straight lanes serve residents and connect them with Balne Moor Road. The East Coast Main Line crosses through the area north to south.

h. Views are generally open due to the flat topography, large-scale of fields and fragmented field boundaries. Longer distance views north are possible from Highgate due to its very local elevation. This occasionally includes views of an existing turbine at Pollington Bridge. From Balne Moor Road, these views open up further and include chimneys and other associated industry at Pollington and Great Heck. Within the east of the area, views of pylons which cross through the LLCA are also possible. Gantries and overhead wires associated with the East Coast Main Line can be seen in views near to the railway.

i. The area is not particularly tranquil due to the visual and audible intrusion of the East Coast Main Line, as well as the intervisibility of other existing infrastructure, including industry and a wind turbine at Pollington and Great Heck, and pylons in the east of the area. The area is not remote or wild.

j. Much of the LLCA falls within the 1–2 NanoWatts/cm2/sr light pollution band, which indicates a moderate dark night sky. A small amount of light pollution comes from the hamlet of Balne itself, however, the main lighting source is from nearby industry and settlement at Pollington and Great Heck.

5. Summary of Landscape Receptors for Assessment

5.1.1 From the above landscape baseline review, Table 3 sets out the landscape receptors within the Solar PV Site Study Area and Grid Connection Corridor Study Area that taken forward for the assessment of likely significant effects. These landscape receptors include published LCAs (or LCTs where LCAs are not available) from district and borough landscape character assessments that fall within the Solar PV Site Study Area and Grid Connection Corridor Study Area, as well as the 11 LLCAs identified above.

5.1.2 In line with GLVIA 3 and the methodology in **ES Volume III Appendix 10-2: Landscape and Visual Impact Assessment Methodology [EN010152/APP/6.3]**, the landscape receptor sensitivity is derived from an assessment of landscape value and landscape susceptibility, which is set out in full for each landscape receptor in **ES Volume III Appendix 10-5: Landscape Assessment [EN010152/APP/6.3]**.

Table 3: Summary of Landscape Receptor's and Their Sensitivity Taken Forwards for the Assessment

Landscape Receptor	Landscape Value	Landscape Susceptibility	Landscape Sensitivity
LCA F2: Owsten to Sykehouse Settled Clay Farmlands	High	Medium	Medium-High
LCA E2: West Don and Dun River Carrlands	High	Low	Medium
LCA F1: Tollbar Settled Clay Farmlands	High	Medium	Medium-High
LCA H2: Blaxton to Stainforth Sandland Heaths and Farmland	Medium	Medium	Medium
LCT 23: Levels Farmlands	Medium	Medium	Medium
LCA 8C: M62 Corridor Hook to Pollington	Low	Low	Low
LLCA 1: Fenwick Village	Medium	Medium	Medium
LLCA 2: Fenwick Farmlands	Medium	Low	Low-Medium
LLCA 3: River Went Farmlands (South)	Low	Low	Low
LLCA 4: Flashley Carr Farmlands	High	Medium	Medium-High
LLCA 5: River Went Corridor	High	High	High

Landscape Receptor	Landscape Value	Landscape Susceptibility	Landscape Sensitivity
LLCA 6: River Went Farmlands (North)	Low	Low	Low
LLCA 7: Topham and Eskholme Farmlands	High	Medium	Medium-High
LLCA 8: Moss Village	Medium	Medium	Medium
LLCA 9: Moss Farmlands	Medium	Medium	Medium
LLCA 10: Sykehouse Medieval Farmlands	High	Medium	Medium-High
LLCA 11: Balne Farmlands	Low	Low	Low

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